CYCLE NEWS®

WEST

Volume XVII : Number 49 : December 17, 1980

85¢

Merry Christmas to you!

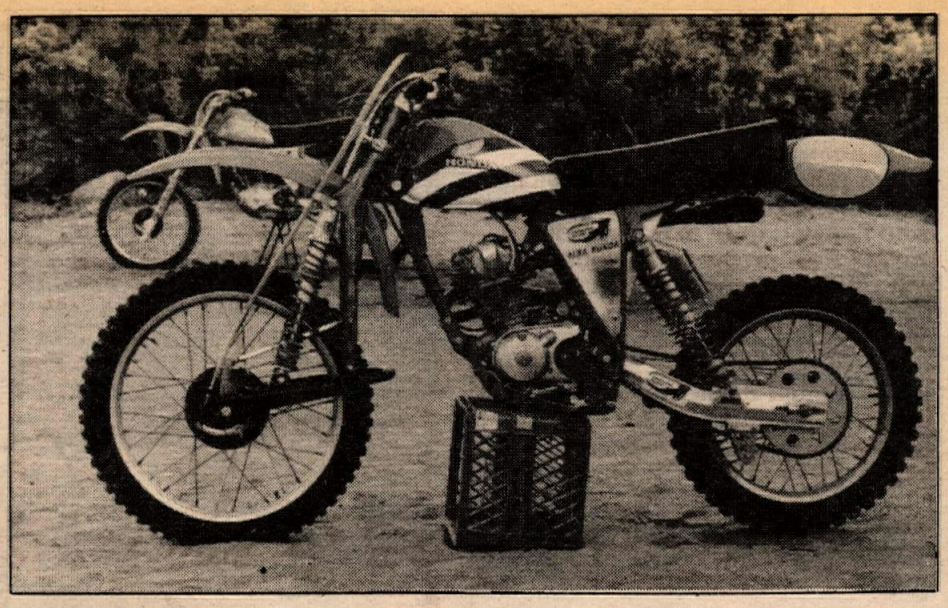
...from all of us! (See p. 32)

Yuletide Gift Guide

Three pages of motorcycling Xmas present suggestions

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



Horsepower Factory displayed this trick little 185cc Honda at the Four-Stroke Nationals. Bigger bore thumpers from the Carlsbad event are featured this week on p. 8.

"Yes, they are in fact going to ride European endurance races for Honda," said Honda Racing Team Manager Dennis McKay when we asked him to confirm a rumor that Mike Baldwin and David Aldana had been signed by one of the European Honda concerns to ride the European World Endurance Road Race Championship Series. McKay wouldn't reveal which European Honda importer had signed the pair; that should be known when the riders' final contracts come through and other Honda endurance riders are signed.

A shuffle in the AMA Grand National Championship/Winston Pro Series finds the Ascot TT back on the schedule. It will run Apr. 4, with the Sacramento Mile moving back to the Apr. 11 date. Ascot will also run a Friday night half mile on Mar. 27, and follow it up with the Gardena Gold Cup half mile on Apr. 3.

Between Dec. 16 and Dec. 30, the editors, advertising folks, production personnel and administration types intend to be sprawled out on the floor, exhausted, happily enjoying their annual vacation. So wait until Dec. 31 to get in touch with those folks. For circulation and bookkeeping matters, the staff will remain in the office to help you.

"I feel really confident that we have a helluva lineup for '81," declared Nil Arne Nilsson in regard to Husky's U.S. racing effort. For example, in the upcoming Florida Winter-AMA motocross series, Tony DiStefano, Marland Whaley, Billy Grossi, Gary Pustelak and Alan Smith are a few of the names who'll be representing the marque. Two major teams will compete in SCORE off-road racing while Dick Burleson, Terry Cunningham and Mike Melton will contest enduro events.

What's the difference between a 495cc KTM and a Saturn 5 rocket? Nothing, if you believe the horsepower figures we printed last week in the caption with KTM's new monster. At "4.3hp per pound" as the caption reads, that'd give the 228lb. MXer a startling 980.4hp! What we meant was something closer to 4.3lb. per horsepower. OK?

Lucky Lackey strikes it rich! That's a headline Papa saw in England's *Trials + Motocross News*, and the story goes on to tell how our own Bad Brad has lined up a contract worth 160,000 British pounds, or around $320,000, over the next two years with Suzuki.

Funny Bikes? Yup, the NMRA Super Eliminator class will be transformed to the Funny Bike class starting in '81 by requiring the machines to use a gas tank or shell similar to the brand being used with the brand name identification displayed on the side in a contrasting color. Also required will be head and tail light shells. Plans call for a Funny Bike Eliminator class to run at two NHRA Nationals, the July 18-19 NHRA Summernationals at Englishtown, NJ and the Sept 5-7 NHRA U.S. Nationals at Indy.

Scot Harden on his mighty Husky overalled the 11th annual Nevada State Championship Hare Scrambles (a.k.a. The Great Camel Chase) at Searchlight last weekend, Dec. 7. The Groundshakers M.C. laid out their course on YKL Ranch property, and the only complaint was of the limited visibility due to snow (yes, it did.) Nonetheless, Kevin Steele rode his Yamaha to first 250cc, and a fellow named Daryl Folks turned in the best 125cc class ride. Coverage next week.

Carlos Serrano, according to his ever-active lawyer/P.R. person Walter Nash, has signed a contract with Maico West to contest the 1981 AMA 250cc National MX Series, the Supercross Series, some DG Golden State Series events and some SCORE races.

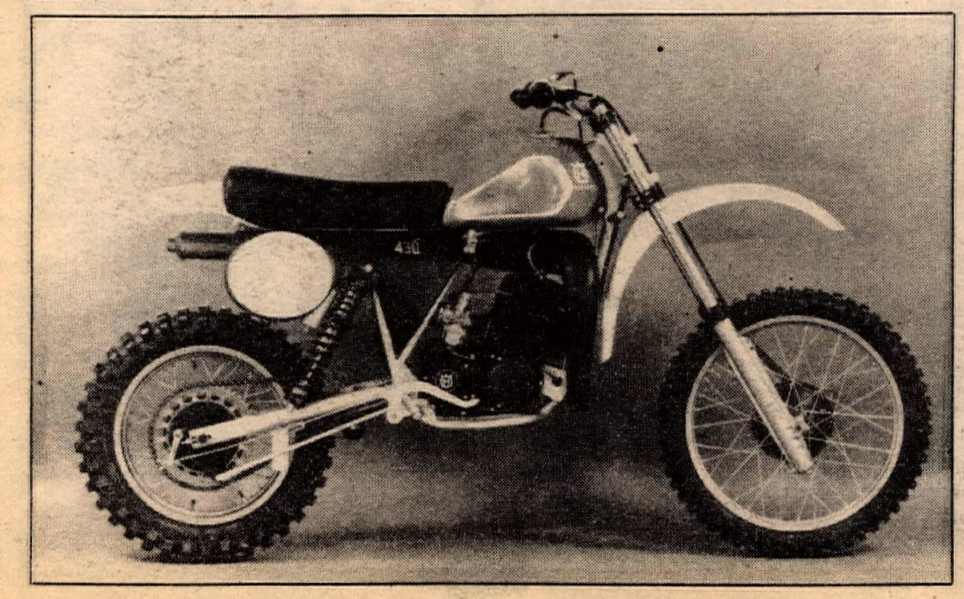
Team Yamaha's Mike Bell continued his winning ways in stadium motocross by topping Australian champion Steve Gall and Team Honda's Chuck Sun in the Stefan's Superbowl of Motocross in Brisbane, Australia. Bell and Gall were YZ250-mounted.

The Laugh-In Trials has been delayed one week; the new date's Dec. 19, the following Friday.

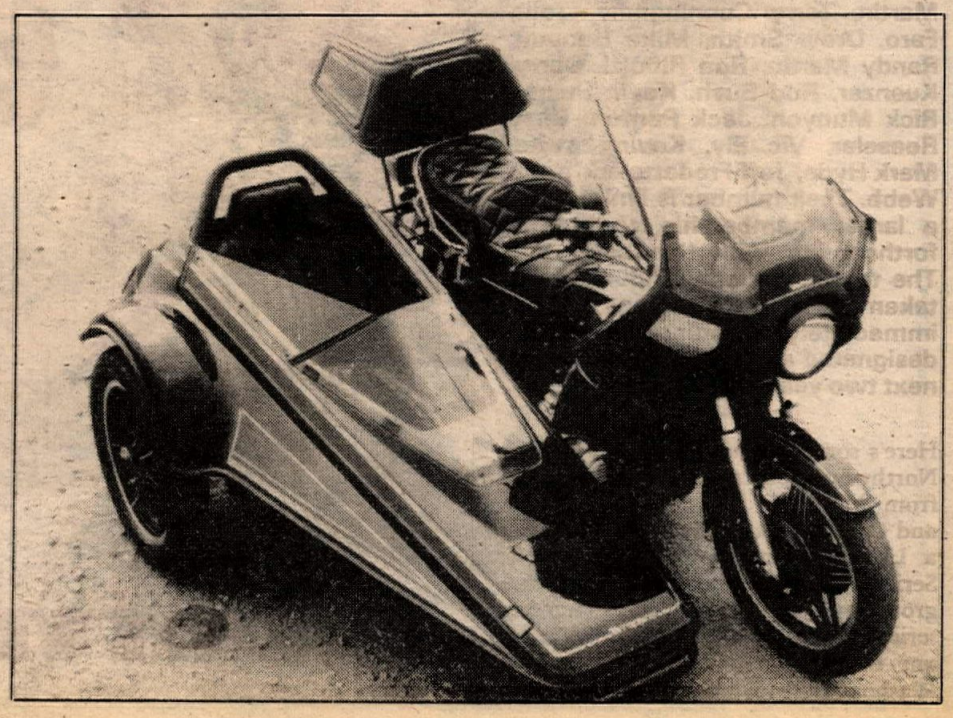
Talk about exclusive...Hank Manley of Manley Performance Products will sponsor the Manley 200 MPH Club, a highly select group of motorcycle drag racers who will achieve 200 mph at official NMRA or NHRA Nationals. The membership will be limited to a total of ten. The first one to do it — no one has broken to magic 200 mph barrier, yet — will receive $1,000 from Manley. Second will get $900, third $800 and so on down to a $100 for the tenth rider to do it. Now, the big question is: Who'll be first?

"I imagine everyone suspects Jay Springsteen and Randy Goss will be our racing team for next year," said Harley-Davidson's Dick O'Brien. "I won't disappoint them because that is our team. We didn't confirm our budget until today (December 1). I spoke with both Jay and Randy earlier

At the top of Husqvarna's '81 lineup is their 430, the CR pictured here. Changes large and small have been made to all models like: 40mm fork tubes on the 250 and 430 CRs and XCs (which take the place of the ORs in Husky's line), more progressive rear suspension with relocated piggyback Ohlins, more go power, improved brakes, shorter aluminum tanks, low seat height, primary kick starting and stronger rear hub assemblies on the 430s, forged aluminum triple clamps that space the forks legs farther apart, ad infinitum.



New from Vetter Corporation is the Terraplane, a limited production sidecar featuring a built-in locking trunk, roll bar and steel tube frame surrounding the passenger compartment, seatbelt and removable canopy hatch.



in November and they called in today to confirm our agreements. I think we've got a pretty strong team," concluded O'Brien in a bit of classic understatement.

In the Winston Pro Series musical chairs department, Ricky Graham – who finished third in the standings on Tex Peel prepared equipment – will ride for Ron Wood next year. Scott Parker will ride for Peel in '81.

1981 Triumph Bonnevilles sold in the U.S. will be equipped with electrical start systems and include the following improvements: lighter action clutch, oil seals on the valve guides, a lipped main roller bearing on the timing side, screw-in exhaust stub, and higher output 3-phase alternator.

Now here's something to smile about: Malcolm Smith will return to action in the Feb. 6-8 SCORE Parker 400, riding teamed-up with Rolf Tibblin. They'll be taking turns aboard a big bore Husky and riding with the — watch out — "old guys" in Class 38.

If trials, the balancing-act type, is your game, look out: Here comes a triple-header! The Dec. 12-14 weekend will see a Friday night stadium-style event at La Crescenta, the Saturday morning Expert-only Schreiber Cup meet at Littlerock Dam, and Sunday's Trial de Espana at Saddleback Park. Need details? Phone Bay Area Bultaco at 213/649-1700.

The Phantom Duck fared better than we originally thought. In last week's report on the B to V road ride and Poker Run, we said the Duck would receive over $1250 from the 496 entrants. Once we recovered from that Vegas weekend (whew!) and checked everything, our favorite in-house bean counters discovered that there were actually 548 riders and that the PDOD fund will receive over $1350, including 2/3 of the $3 entry fee plus $259 from Quacker Box donations.

And speaking of the B to V run, riders who finished too late for the finish line festivities are still eligible for finisher pins. Just phone Skip at 213/427-7433, give him your riding number, and ol' Skizzy...er...Skiddy...er...*Skippy* will handle the rest.

Since there are only 20, we'll list everyone who's riding in the AMA National Championship Enduro Series under "AA" classification: Dick Burleson, Ted Worrell, John Martin, Terry Cunningham, John Fero, Drew Smith, Mike Hannon, Randy Martin, Ron Ribolzi, Darryl Kuenzer, Rod Bush, Kevin Snapp, Rick Munyon, Jack Penton, Larry Roeseler, Vic Ely, Kevin Lavoie, Mark Hyde, Jeff Fredette and John Webb. Their number is limited, but a larger membership should be forthcoming with this new rule: The top 20 National Enduro riders taken from the standings of the immediately preceding year will be designated as "AA" riders for the next two years.

Here's some exciting news for Pacific Northwest motocross fans: Promoters from Montana, Washington, Idaho and Oregon met in Seattle to organize a 15-race Yamaha Gold Cup MX Series. AMA's Mike DiPrete joined the group, and together they have staged a series that begins in April and ends one week before the Aug. 2 AMA Washougal Yamaha National. ●

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ON THE FRONT PAGE: Santa's on his merry way, dodging 747s, DC-10s, L-1011s, and the occasional airborne Supercrosser on his way to your chimney. Merry Christmas! Illustration by Mike Goldberg.

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VOICES

Duck under BLM attack

"BLM Supports the Barstow to Vegas Trail Ride...70% of riders say the Phantom Duck is leading them astray; BLM is the answer...The Phantom Duck's getting rich on his war chest." So quote the BLM spokesman in the weekend newspapers. The only reasonable answer to the BLM's claims is HOGWASH!

The BLM is conducting a campaign to discredit the Duck and his supporters through the media and through a few "dirt bikers" (BLM rangers on motorcycles - you know who you are), and to make themselves look like the "good guys" who are holding the recreationists' interests at heart and will lead us all into peace in the desert, with liberty and justice for all.

Don't you believe it! The BLM has never had an interest in preserving the rights of the recreationists (the motorized ones, that is) nor have they had a sudden change of heart. Just two weeks ago in a meeting with residents of the area surrounding the Chimney Peak Recreation Area (just below Kennedy Meadows; just above the Randsberg-Jawbone area), the BLM District Supervisor stated that it was the BLM's intention to "stop dirt bikes altogether" (a *direct* quote) because they were too mobile and too hard to "control."

If we are to have any place in the sun, we must unite now, more strongly than ever, and make ourselves heard in Congress, the media, wherever and whenever we have a chance, to overcome the BLM attempt to downplay our needs and desires and to damage the Duck. Louis McKey has done more to bring the political consciousness of the ORV recreationist "out of the closet" then any other person or organization. He has been a thorn in the BLM's side, a squeaky wheel that hasn't gotten the grease, but just keeps on squeaking. He has given us his time, his support, and his heart. Now he needs us, more than ever, to give a little back to him.

Write a letter; make a phone call; tell someone, ANYONE in authority that the Duck is right! We're still here, we still believe we have a right to a reasonable portion of the desert, and we aren't buying their media blitz. It's the least anyone can do. If we don't and we lose, then we'll have no one to blame but ourselves.

Keep on squeakin', Louie. They wouldn't be screaming if you hadn't hit them where they live.

DONNA ADAMS
Team BCARTI
Camarillo, CA

Tough comeback trail ahead for Tony D

After learning of the eye injury which no doubt had to affect the choices for him, I really hope that all goes well for Tony DiStefano.

He did so much for the sport of motocross, it only seems right that he be able to compete in the sport where he won so many fans nationwide. Good Luck, Tony!

M.D. RAMSEY
Tucson, AZ

Feet who?

How old is Jim Gianatsis?

Not one sentence about the poor fellow who finished third in the OT Masters class at the Sixth Annual Four-Stroke Nationals.

Poor guy. Probably rode a 21-inch Goldstar to boot.

I sometimes wonder if he and Bugsy are related.

TIM RYAN
Simi, CA

P.S. The kids' mom still sends me *Cycle News* where ever I'm working.

(Tim wrote us from the Hotel Inter-Continental Miami, obviously concerned about the poor ol' guy who finished third and got no mention. That guy is Chuck "Feets" Minert, rider of the only BSA to rank in the top three in any class at the Carlsbad. Jimmy "The Greek" Gianatsis, by the way, is eligible to ride in the Over-30 class...Editor.)

R.I.P.

Regarding Roxy Rockwood's column on the demise of National Championship racing in California during the month of July: Blame AMA.

For years, we had a July 4 race at San Jose, losing much money the first three years then finally getting into the black.

Then AMA in all their wisdom took our annual date away from us.

Their excuse: They wanted to work with Sears Point (pavement race), and they also gave Aggie a conflicting date in July.

Our contention at that time was the fact that we had established our date, were loyal AMA promoters (Sears Point was promoting AFM against our AMA date), that Aggie's date at Sacramento would be under "fire" every year with the horsemen pulling the strings. Now it has all come home to roost.

We told AMA that this would happen, and they scoffed at us.

AMA, in past years, has done more to hurt professional racing then anyone else.

But what good does it do me or anyone else to say I told you so? The harm is done, and things will never be the same.

Rest in peace.

BOB BARKHIMER
BBA, Inc.
Scotts Valley, CA

Darryl's grateful

I would like to thank KTM America for the sponsorship I have received from them for the last two years.

I would also like to thank Sun rims, Hi Point products, Super Seer goggles, Terry Davis of Terrycable, Bell Helmets, Griffin Visa Therm for the ISDT riding jacket, Harley-Davidson, Kal Gard and Dura Lube for the support they have given me.

Thanks to all the people that have helped me all year and a thank you to the support people in France this year.

DARRYL KUENZER
Union Lake, MI

Desert poetry

I have enclosed a poem that I wrote in response to the BLM's despicable wilderness program.

It's written that the good Lord giveth
And the good Lord taketh away;
And that's all fine, you see,
Because it's all His anyway.
But now I hear there are some folks
From Washington, D.C.
Who are trying to take away the land
From my ORV and me.

They've spent my hard-earned money
Proposing legislation
To stop me from enjoying
My favorite outdoor recreation.
They want to take the desert
From the ones who love it best,
And leave it for the scorpions
Who couldn't have cared less.

Now, I love little animals
And cactus and the like,
And I'm not out to destroy them
Every time I start my bike.
Cause I'm for preserving nature
Just as much as anyone:
I don't ride to wreck the wilderness,
I ride because it's fun!

So we have to work together;
We've got to take a stand,
And let them know we're serious
About keeping Public Land.
So write your congressman today,
And write the BLM,
And tell them that we won't accept
This kind of crap from them.

Thank you for your consideration, and please keep up the good work.

Long live Desert Duck!

CATHIE L. ARMSTRONG
San Clemente, CA

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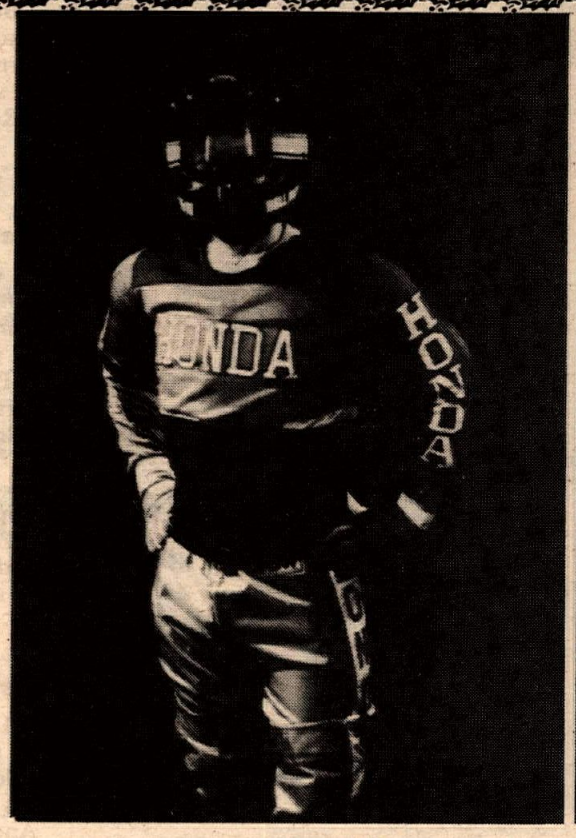

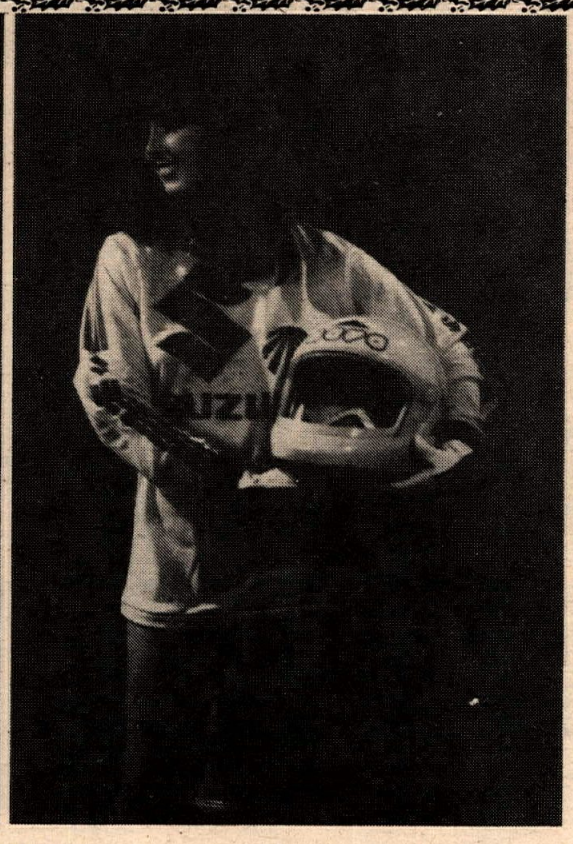

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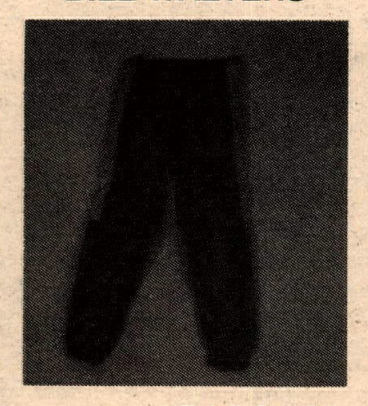

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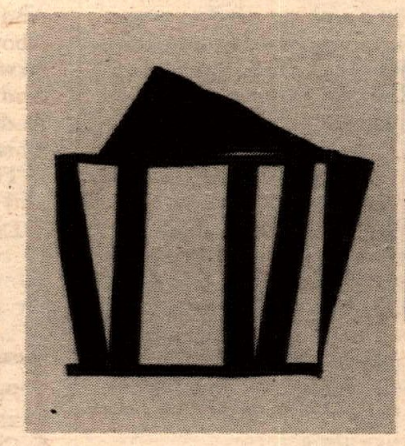

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A weekend at the races with FAST Freddie

By Ray Hill

Six months ago, if you asked any knowledgeable person who the fastest road racer in the world was, the answer was almost sure to be Kenny Roberts. If his equipment is working, nobody can race with him, they would say.

Sure, there was this Freddie Spencer kid down south, WERA National Champion in four classes at the age of 15, AMA Novice road racing champion at 16, and AMA Lightweight Expert road racing champion last year at 17. Yeah, there was no doubt that this kid had potential. He might even beat Kenny someday.

Then came Daytona, 1980. To the surprise of no one, Kenny Roberts sat on the pole. To the surprise of many, the rider next to him on the starting grid was 18-year old Freddie Spencer. What might have happened between King Kenny and Fast Freddie at their first meeting on a race track will never be known.

As we all know, Kenny had to pull out. And Freddie went on to lead both segments of the rain-interupted event, so far ahead that nobody else was in the race with him--until his bike broke.

Okay, the kid was fast. Faster than a lot of people thought. He might give Kenny a good run, someday.

A few weeks later the annual Trans-Atlantic Match Race Series rolled around. Freddie Spencer, 18-years-old, never on a European track before, never in fact, out of this country before, flew to England, and with his awesome talent and Erv Kanemoto's TZ750, rocked the world's road-racing fraternity.

Someday was here.

Going into Oulton Park for the last two races of the six-race series, Freddie was tied with Kenny Roberts for the highest score. Both had two firsts, a second, and a third.

In the first race at Oulton, Kenny passed Freddie on the last lap to take the win by less than a bike length. In the second race at Oulton, and the last race of the series, Freddie was about six laps into the race, and in the lead, when the suspension bottomed in a fast bumpy left hander, the fairing scraped the pavement, the rear wheel lifted, and Freddie and motorcycle parted company.

Who is this mild-spoken polite young man, who seemingly overnight leaped into the road-racing spotlight at the highest possible levels of competition? How did an 18-year-old who has never ridden a motorcycle on the street beat the best pavement scratchers in the world?

In an effort to find out, I spent much of an AMA Loudon race weekend with Freddie. I had never talked to Freddie before. But I had raced against him in a 410cc WERA Production race at Charlotte a few years ago. I remember it well. I led the pack through the first few turns and then Freddie passed me like I was backing up. That was the last I saw of him--until now.

As I walked toward the Honda pits early Friday afternoon, the sounds and smells of racing filled the air. Bikes were on the track practicing. Riders were standing around in leathers talking, looking sweaty and uncomfortable under the hot afternoon sun, while their mechanics, sweaty and uncomfortable, tried to make things work.

Freddie was standing by one of the Honda support trucks, talking with his dad. He had taken six laps of practice that morning on his superbike to scuff in the tires and make sure it was running okay. He had long since taken off his leathers.

I stuck out my hand, introduced myself, and began learning the story of Fast Freddie.

It all started back on December 20, 1961. That was the day that Frederick Burdette Spencer, Jr. was born to Fred and June Spencer of Shreveport, Louisiana.

Freddie's very first memories are of racing. When Freddie was born, his dad and Freddie's older brother were racing go-karts. Shortly thereafter they began racing motorcycles.

"That's how I got into racing," Freddie says. "I would go to the races with them, and I had one of these little plastic push-motorcycles that I would ride around on."

When Freddie was six, he graduated to a Briggs and Stratton mini-bike. "I started riding that around, and they said, why shoot, why don't we let him race it?" ("Shoot" is Freddie's strongest expletive. Freddie neither swears, drinks, or smokes.)

Freddie did not devastate the competion with his Briggs and Stratton. He lost. But the B & S wasn't exactly your top-of-the-line dirt tracker. A few minor items, such as suspension, handling, and power were noticeably absent.

Freddie's dad decided after that to at least give him a little better machine. So he bought a Honda Mini-Trail 50. And Fast Freddie's racing career was underway.

He raced the Mini-Trail 50 until he was eight. "Then Yamaha came out with the Mini-Enduro 60, the first Yamaha mini-bike. I had the first one in Shreveport," he says.

When Freddie was nine he started racing a 100, and at 10 he began racing a 125. He raced 100's and 125's until he was 12. Then he started running a 250. At 13 he picked up a factory sponsorship and rode a Bultaco 360.

Freddie's riding time on a motorcycle wasn't limited to the racetrack. "We have two acres of land here at the house," he says. "From the time I was about six until I was 13, I used to ride every day after school. That's where I used to practice a lot of my dirt tracking. My dad used to, well, not really make me, but tell me to go out there and ride. And I wanted to improve my riding."

Up until he was 13, most of Freddie's dirt tracking had been on short tracks. But that wasn't the only form of racing he had done. Oh no. At the elderly age of 11 he entered a 100cc Yamaha twin in a local club race at the Green Valley Raceway in Dallas, Texas.

"It was in the 250cc Production class, and I got last," he says, with a smile. "I was a little uncompetitive. I was trying to short track it a little bit, you know--which I think all dirt trackers have a tendency to do their first time out." In his characteristically modest manner, Freddie neglects to mention that he was also spotting the competition 150cc's--kind of like trying to race a 500cc thumper against a GS 1000.

Unfortunately for the other racers, that last-place finish on uncompetitive machinery was not a forerunner of things to come. A couple of races later Freddie's parents bought him a Yamaha TA125. He entered the 125 GP class, and won.

"I was pretty successful after that,"

Freddie says, in his soft drawl. In 1974 in Daytona he won the AMA 125 GP amateur championship. He did it again in 1975.

By this time his dirt tracking skills were already widely known in the south. He regularly ran outlaw races (no novice, junior, or expert stuff. First racer to the checkered flag wins.) He had raced with and beaten on a regular basis such big-name AMA pros as Mike Kidd, Terry Poovey, and Guy McClure.

Itching to get into professional AMA racing, Freddie, at 14, applied for a professional license, fudging his age. He ran four or five short track races as an AMA pro, and then was suspended for a year.

"You have to understand, though," Freddie explains, "I don't recommend this. And I wouldn't do it now. But at the time I was 14 and had already been racing against professional riders. So it was not a new experience for me."

"A guy suggested it to us. So I got my license early. I went out and beat some experts. But I guess it was obvious," he smiles, "that I wasn't 16 (the age requirement). So I was suspended for a year." That suspension was without meaning really, because Freddie was still two years shy of 16.

That didn't stop Freddie from racing though. He still continued both his dirt tracking and his road racing.

At 15 he travelled to Mid-Ohio, where WERA was holding the first motorcycle races ever run on this challenging circuit, with its slick patches in virtually every turn. I was there, I had crashed in a heat race, and put myself out of commission for the weekend, so I got in a lot of spectating.

I got an eyeful, too. Freddie devastated his competetion. In the 250 GP class Freddie blew away such notables as Gary Nixon, Mike Baldwin, and Richard Schlachter--and he wasn't even old enough to get a driver's license. That was in 1977.

In 1978 at Mid-Ohio, Freddie had his second ride on a TZ750. His first ride was two months before in a club race which he won at Texas World Speedway.

In the 750 heat race at Mid-Ohio Freddie was on Dale Singleton's back wheel at the checkered flag. Freddie lofted the front wheel, carried it the length of the straight, and set it down inside of Dale just as the Pig Farmer was heeling over for the left-hander at the end of the straight. Spectacular!

In the main event, which was considerably longer, Freddie finished second. "I just tired out," he says. "That thing was a handful. I wasn't used to riding it. Instead of using the horsepower, I tried to muscle it around too much. And it was a long race."

But that was two years ago. If Freddie gets tired on the TZ750 now, none of the racers he lapped at Daytona would believe it. As Kenny Roberts has said in the past, riding a TZ750 really fast is something that only a few racers can do. And Freddie is obviously one of that select few.

At Oulton Park in the Match Races, on the fourth lap of the second race, Freddie broke the absolute lap record. At other tracks he was only tenths of a second off the absolute lap records.

Freddie obviously adapts to different bikes and different tracks very quickly. How does he do it?

"Well, I think a lot of the reason is that ever since I've been road racing, my dad has always taken me to as many tracks as he could afford," Freddie says. "He always felt the more

tracks I rode, the more bikes I rode, the better it would be for me in all types of situations.

"When I used to club race, I'd run six classes at every race weekend. And I'd run maybe 15 different race tracks a year," he says. "I'd have to learn each track on each bike real quick. and I think it benefited me over there (in Europe)."

"It usually takes me from five to 10 laps to learn a track," he says. "In practice I get down to about my fastest time in 10 laps."

"Would more time on a track help you go faster?" I asked.

"No," he replied. "Another 20 or 30 laps probably wouldn't help. In the race you cut a second or a second and a half off your best practice time. But that's just racing."

I wondered what a rider of Freddie's caliber looks for when he rides a new track. "The first things I look for," he says, "are different places you can ride, and places to avoid. You know, a hole, slick spots, things like that. Then I look for braking points, and then setting up for each turn. I always like to set up a turn ahead. At a lot of tracks, for example, there are some turns that are set up so that going slower into one turn may actually let you go faster in the next one. And your overall lap times will be quicker.

"I always learn each turn basically the same way," he says. "Turns are different. But they're not that much different. Basically you either turn left or right. One turn may be longer than another. Or one may be sharper than another. But you go around each one just about the same.

"I go to each track the same way. And I learn each turn the same way," he says. "Barring potholes, slick spots, and so forth, racing is racing."

Racing is also keeping the rubber side down as much as possible. Crashing can not only damage expensive equipment, it can be hazardous to your health. Unlike some go-fasters with a reputation for crashing as regularly as they win, Freddie doesn't visit the pavement very often.

"I would never ride over my head to win," he says. "I would never give more than I'm capable of giving. You have to know your limits."

That doesn't mean Freddie hasn't taken his share of lumps. In Charlotte earlier this year he unloaded at about 140 mph when the oil filter came off his superbike and the rear tire was coated with oil. That crash was spectacular, totalling the bike. Luckily, all Freddie got out of it was some road rash and a few sore spots.

Surprisingly, Freddie has never broken a bone racing. But he has broken his left wrist three times. "When I was five I fell out of a tree and did it," he says. "When I was six or seven I ran into a garage with my bicycle anf fell off and broke it. And last year I did it in a basketball game in high school."

Even though Freddie is fast, he is not by any stretch of the imagination a berserko rider. As anyone who has seen him ride knows, Freddie is smooth, precise, and consistent--the epitome of what a world-class road-racer should be.

"I'm only going to take the fewest chances possible," he says. "You can't ride 130 percent all the time. You have to make it to the next race."

Surprisingly mature talk from an 18-year old just a few months out of high school. But Freddie's attitudes are every bit as surprising as his blazing speed on the race track. Freddie is a religious person.

"Whenever I'm, home I go to church," he says. "I'm a Christian. That's why I'm where I'm at today. I wouldn't feel safe out there on the race track if I didn't feel that God was watching over me. It's always been like that.

"I went to a Christian school since I was in the seventh grade. All through my racing career I've been going to church. I've been around a good environment.

"I feel that God helps me so that emotional stress doesn't affect my racing. I can just go out there on the race track and go at whatever it takes to win. I don't drink, or smoke, or swear. That is," he says with a smile, "never out loud. Sometimes when I'm fixing to hit the pavement maybe.

"I never really see any need to swear. You can express your feelings in different ways. I think religion will always be an important part of my life. I think it helps me get through each day. I really believe it fulfills me. I never feel lost, or really depressed. I can pray. Each time before a race I pray for my safety and the safety of the other riders," he says.

As we sat in one of the Honda trucks talking, it became time for Saturday afternoon's Superbike race. Freddie's hard-working mechanic Mike Velasco pushed the number 8 Honda out to the starting grid.

Shortly thereafter the picture taking and other pre-race hoopla was out of the way. The riders had taken their warm-up lap, and now they all anxiously awaited the one-minute sign

to go sideways.

The sign went sideways. Shortly the green flag fell, and the ground trembled as the pack of roaring superbikes headed into turn one, with Freddie in the lead. Mike Velasco jumped up and down and yelled, "Get 'em, Fast Freddie."

Freddie got 'em. For the first few laps he was running in the 1.09's. The absolute lap record, I believe, is 1.08 and change, and that was set by Skip Aksland on his TZ750. Freddie was running within a second of that on his superbike.

Wes Cooley was running a fine race in the second place spot. But he never managed to put a pass on Freddie. "We had a lap board," Freddie says. "Whenever Wes would close on me, I'd see it on the board, so I'd run it up a little harder and pull it back out again." Freddie led the race from start to finish. His slowest lap time was a high 1.10.

Earlier in the day, Freddie had taken the Formula I bike out for a couple of laps of practice. It had arrived the night before in a box, air-freighted from California.

The forks were new and a little stiff. The superbike forks were identical, and broken in. So the mechanics put those on the Formula I bike. Sunday morning rolled around, sunny and hot. Freddie went out in his heat race on the Formula I Honda, a bike he had almost no time on, and took second behind Richard Schlachter. "I was kind of getting used to it," he told me. "That was really the first time I had run it up kind of hard."

When the main even rolled around Sunday afternoon Freddie pulled out a four or five second lead, then after a few laps got oil on his rear tire and had to pit. That was it for the day.

Now with some racers, such problems are met with fists pounding the gas tank, helmets tossed on the ground, four letter words yelled out with vehemence. There was none of that with Freddie. He was calm, polite, and collected--as he had been the entire weekend whenever we talked.

We sat in a truck between turns 8 and 9 and watched the rest of the race. "Do you find you enjoy racing as much now as you did a short time back when you were doing it for trophies," I asked.

"Well, it's a lot harder," he replied. "It takes more devotion, more effort. But I wouldn't trade it for anything in the world. I enjoy it."

"What advice would you give to aspiring road racers?" I asked.

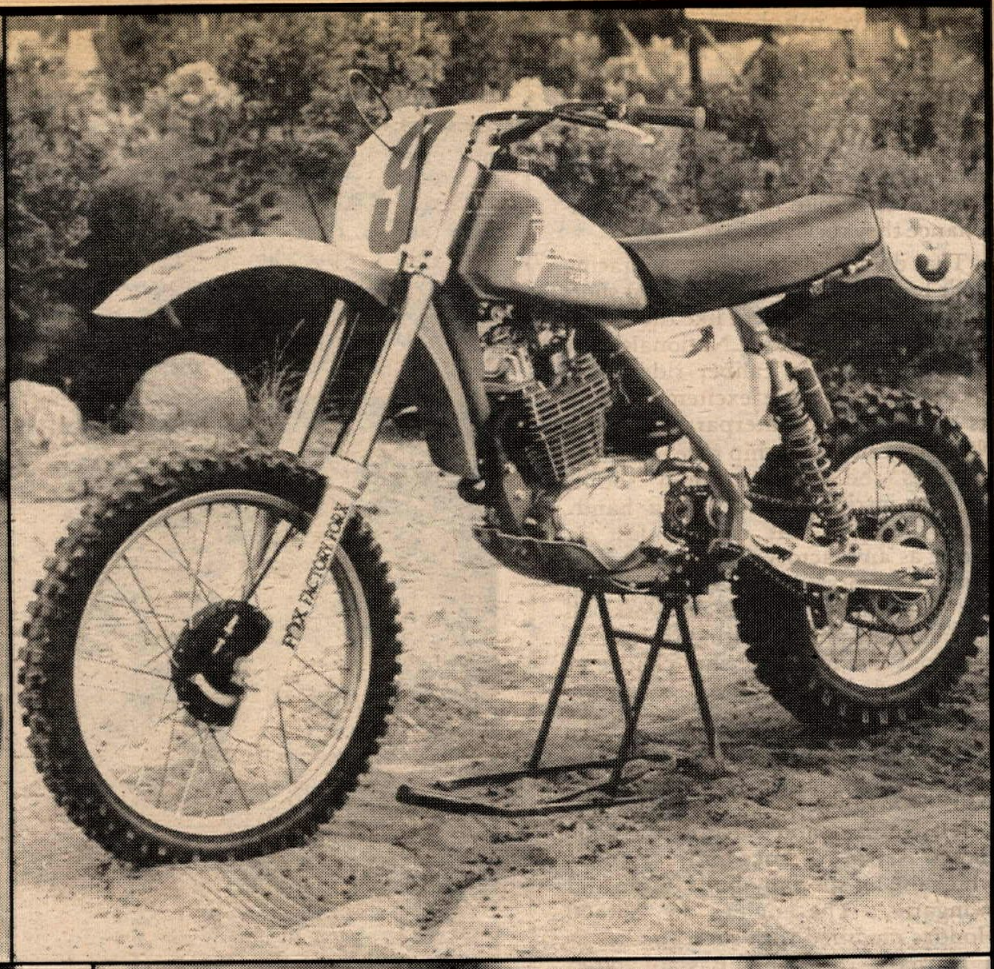
"Practice," he replied. "Ride as much as possible. I used to go to WERA races and ride five or six different classes a day. You don't have to have six different motorcycles. I would run my RD 400 Yamaha in three different classes, for example."

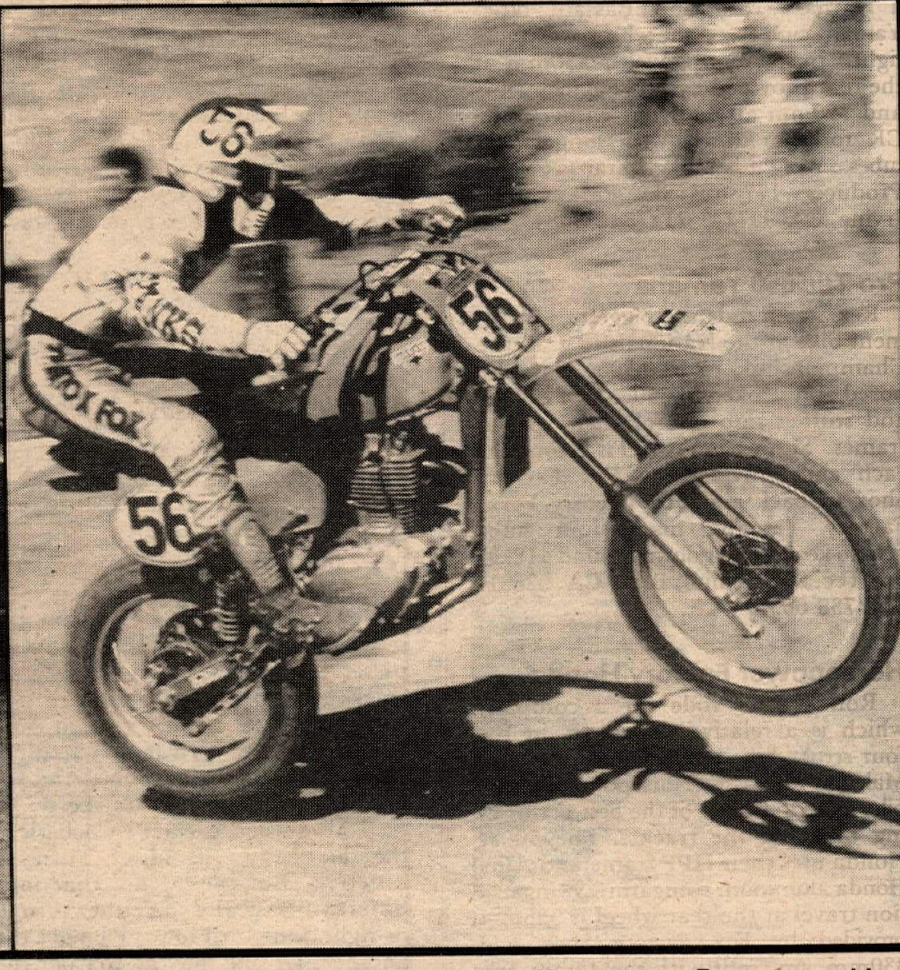
"You have to learn your limits. I would say the main thing is to learn how to be consistent. Try not to let outside or personal problems affect your racing," he said.

As we sat there watching the TZ750's and other Formula 1 bikes hurtle by in front of us, I couldn't help but think that there were plenty of racers who knew their limits, who were consistent, and who had put a lot of riding time in, and still couldn't catch Freddie.

But I guess the thing that we all lack is that special blend of experiences, background, reflexes, and desire of a lad named Frederick Burdette Spencer.

At 18 years of age, Freddie has already achieved far more than any other American racer at age 18. What will the next 10 years hold? •





(Clockwise from top left) Rex Staten's mount was a Pro-Tec Yamaha bored and stroked to 650cc, and stuffed into their frame. Horsepower Factory machine uses HPF frame, Alba Honda swingarm, and Fox suspension, and HPF engine mods for a flat powerband. Jeff Jennings' Kelvin Franks Honda utilized Kelvin's frame, Fox Factory Shox and modified Honda forks. The Mugen/C&J Honda has a C&J frame, Mugen engine mods, Ohlins and Showa suspension.

MONSTER MACHINES of the 4-stroke Nat'ls

By Jim Gianatsis

There are a few locations in America, like southern California, where classes for four-stroke motocross bikes are run on a regular basis. But for the most part, four-stroke racing is rare.

Competitive machinery is expensive, usually needs to be built-up from scratch in kit form, and the pounding and abuse the high-revving heavyweights are subjected to make them less reliable than production two-strokes despite the increased maintenance they receive.

That doesn't mean four-stroke racing can't be exciting. Not by a long shot. In fact, I think an event like the recent CMC Four-Stroke Nationals at Carlsbad with top-caliber riders and bikes provides more excitement than its two-stroke counterpart, a 500cc National Championship race. Nothing matches the deep-throated sound nor the intricate beauty of a hand-built thumper that can be just as exotic as any factory works bike. The small accessory companies involved in the Four-Stroke Nationals work all year building and preparing their latest creations just for a one-shot chance at victory and glory. Here is a look at the important entries in this past year's event.

Kelvin Franks Honda

Jeff Jennings and David Gerig rode these Kelvin Franks-built Hondas which use his specially-built frame and swingarm. The engines are XR500 Hondas modified with such goodies as a Harmon cam and Bassani pipe. Yamaha hubs keep the wheel assemblies light. Suspension travel is 330mm at the rear provided by Fox Factory Shox and 320mm at the front with Honda CR forks modified with longer BFI tubes. Weight is 110kg. Franks Racing Products, 17786-F Sky Park Circle, Irvine, CA 92714. 714/546-3484.

Pro-Tec 650 Yamaha

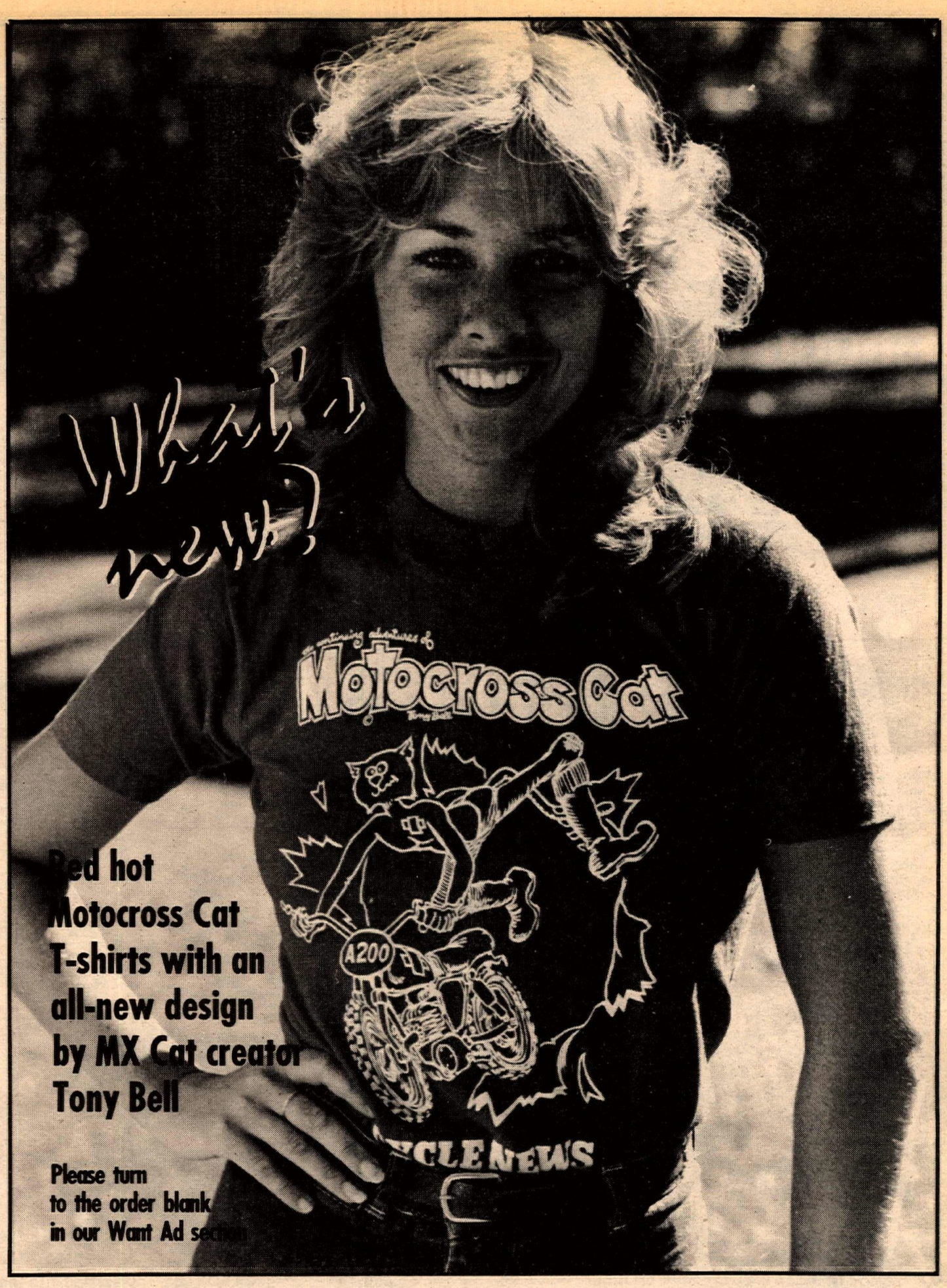
Rex Staten rode the biggest displacement bike at the Nationals to grab the Championship; a TT500 Yamaha bored and stroked to 650cc by Pro-Tec and stuffed into one of their special frames. Suspension travel is 330mm at each end provided by Fox Factory Shox in back and Fox Factory Forx. Factory Yamaha magnesium hubs help to keep weight down around 112kg. Pro-Tec, 282 Gemini, Brea, CA 92621. 714/738-0631.

Horsepower Factory Honda

Ron Turner rode for a company which is a relative newcomer in the four-stroke bike building business, but Malcolm McCassy's Horsepower Factory bike looks to be one of the best performing bikes on the track. The 500cc Honda uses their HPF frame and Alba Honda aluminum swingarm. Swingarm sion travel at the rear wheel is 335mm provided by Fox Factory Shox and 330mm up front with the 44mm Fox Factory Forx. Special HPF engine modifications give the four-valve Honda motor a flat 45 rear wheel horsepower powerband between 2,400 RPM and 6,000 RPM that looks like a cardiac arrest line. This quick handling thumper tips the scales at 112kg. Horsepower Factory, 320 N. El Camino Space A, Encinitas, CA 92024. 714/436-8692.

Mugen C&J Honda

Team Honda riders Donnie Hansen and Johnny O'Mara rode XR500 Hondas modified with C&J frame kits and engine parts which are available from Honda dealers as the High Performance Options Kit and from Mugen; USA. Ohlins piggyback shocks offered 320mm of rear wheel travel and Showa 39mm works forks from Mugen provide 320mm of travel at the front wheel. Weight was about 123kg. C&J Precision Products, 1151 Mission Road, Fallbrook, CA 92028. 714/728-1707. Mugen, USA, 6878 Santa Fe Avenue East, Hesperia, CA 92345. 714/244-6405. ●



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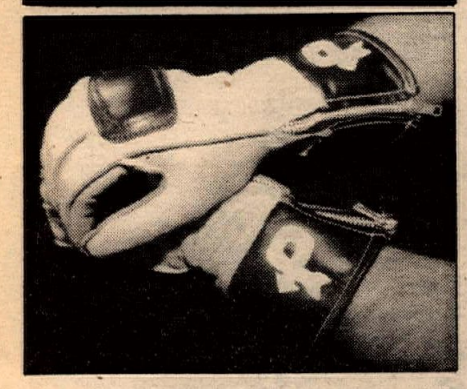
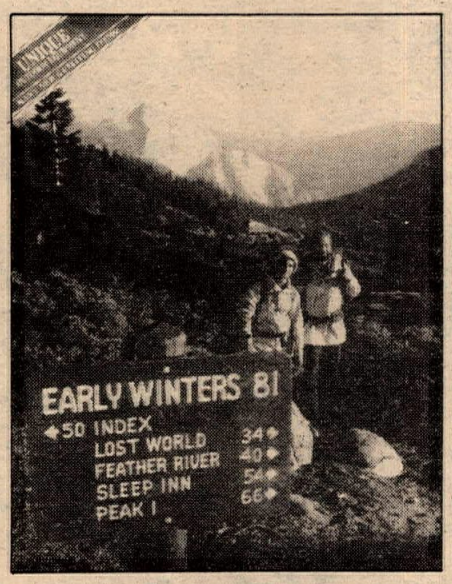
Yuletide Shopping Guide



Look sharp, feel sharp, be sharp with a pair of riding/racing gloves from Perron Leathers. Quality is the key with natural tanned deerhide used in the main body of the glove while the gauntlet and other parts are made of cowhide. A specially shaped piece of leather has been added to the heel of the hand as additional protection in case of a spill. The gloves cost $49.95 plus $3 handling. Gift certificates may be purchased. Be sure to state size when ordering from Perron Leathers, Dept. CN, 2 Highland Ave., Northfield, MA 01360.

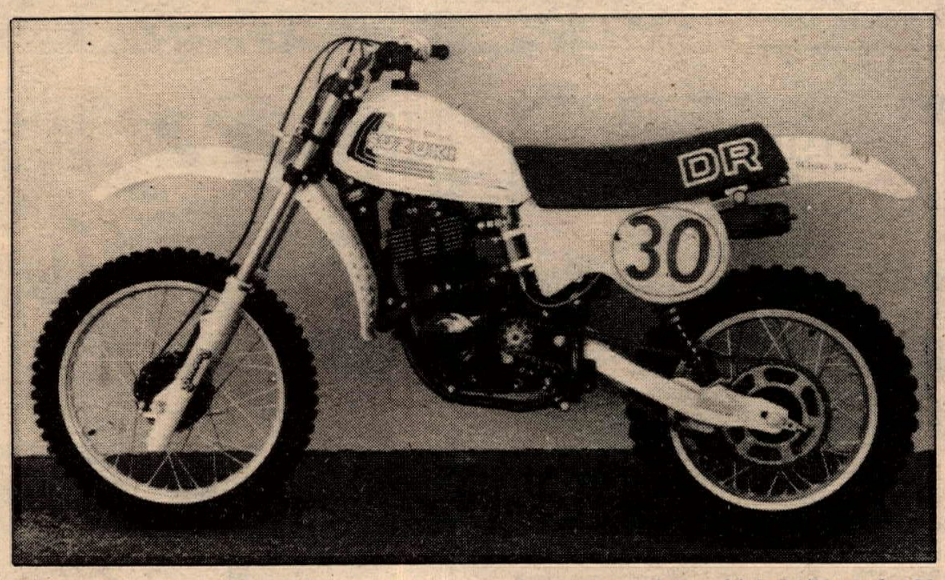
Lite Life Reflector Bands can help make you visible at night by reflecting car headlights from as far as 1,000 feet. They work on the same principle as reflective highway signs. The one and one-half inch international orange colored bands are constructed of Reflectoribbon and use a Velcro closure for securing to arm, waist, ankle or wrist. There is also a helmet band which features self-adhesive Velcro. Have your dealer drop them a line at L.A.L. Ltd., Dept. CN, P.O. Box B, El Cerrito, CA 94503 for more details.

Mini Goggles, from Bell Helmets, can provide off-road riders with the same comfort and protection from dust and dirt as the larger Bell 500 goggles. This smaller version, sized to fit inside most helmets, is designed for both the young rider and older motorcyclist as well. The durable, lightweight goggles have a built-in foam air filter that lets fresh air in, but keeps dust out. In addition, a lever action strap bracket seals the goggle against the rider's face. See your Bell Helmets dealer for a pair today.

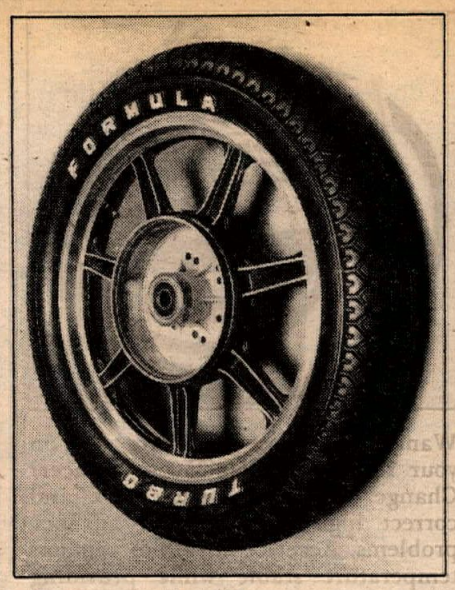


Early Winters, Ltd. is thought by many to be primarily a firm which caters to back packers. But a look through their 1981 catalog shows many items that adapt to motorcycling -- particularly bikepacking. *Cycle News* staff members have used many of the items available from Early Winters and each item has proven to be state-of-the-art, whether they were parkas, rain pants, tents, or whatevers. Drop a line to Early Winters, Dept. CN, 110 Prefontaine South, Seattle, WA 98104 and ask them to send you their new 76-page catalog.

Add a bit of style to your racing wardrobe with a lightweight jacket from Magura. The folks who make all those hand grips also have a neat light blue nylon jacket with a soft, warm lining. The Magura logo appears in orange letters on the back and in smaller fashion on the front. Whether you wear small or extra large, Magura has a jacket for you at only $19.95. Other Magura leisure wear includes T-shirts, baseball style caps and halter tops. See your Magura dealer for more information.

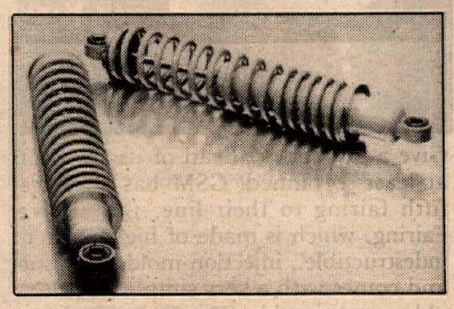


White Bros. Cycle Specialties offers a complete array of Suzuki DR370 and 400 goodies to transform your steed into a real ground shaker. Engine mods, carburetion, exhaust pipes and fancy fiberglass plus just about every conceivable suspension modification and component around can be found at your White Bros. Cycle Specialties dealer or by dropping them a line at Dept. CN, 11611 Salinas Dr. "M", Garden Grove, CA 92643.

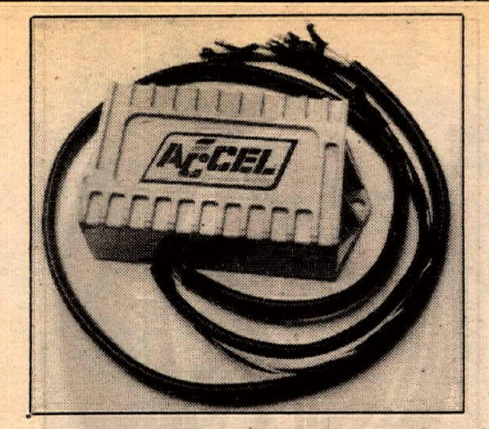


The Formula Turbo tire from Formula Cycletire was designed especially for today's high performance road burners. The tire carries an H rating allowing high speed performance at sustained speeds of over 120 mph. In addition, the tire features a very popular tread design and bold raised white letters. Intended for use on alloys wheels, the tire may also be used with a tube on tube-type wheels. Write Robert Bosone, Dept. CN, P.O. Box 4057, Burlingame, CA for more information.

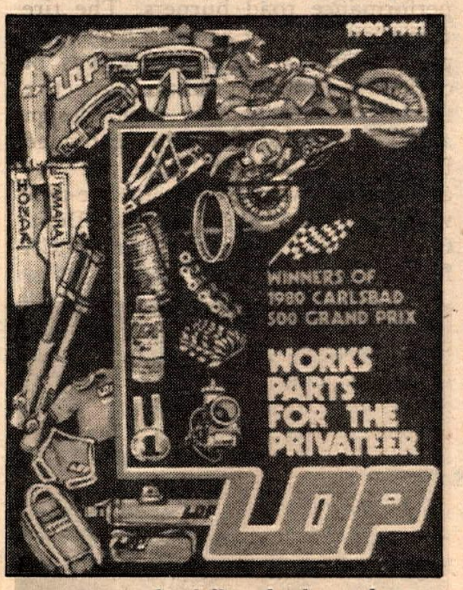
The Hondaline Polar Jac/Vest is really two garments in one. In its normal configuration, it's a great jacket for that in-between weather. Then, when things warm up unzip the sleeves off the jacket and it turns into a vest. The sleeves can be stored in either a large rear pouch or front pockets. The Polar Jac/Vest is dark blue with silver and red striping on the sleeves and back. Check it out at your Honda dealer.



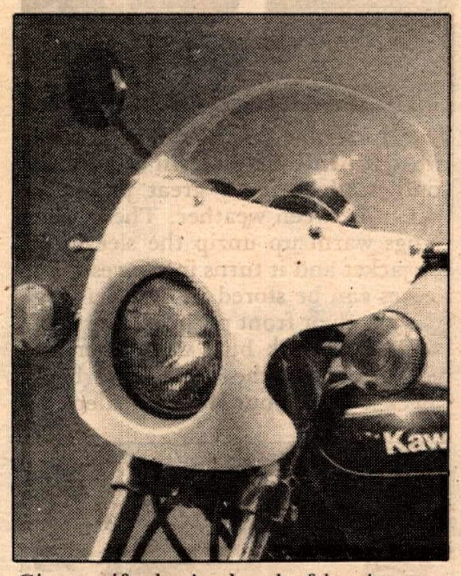
Mulholland MX shocks by Interpart are just the ticket for the off-road rider in need of extra performance. They feature larger-than-standard oil capacity for increased resistance to shock fade from heat buildup. They are rebuildable and by using Mulholland's interchangeable piston rods and valves, can be tuned for compression and rebound damping to rider preference. See your Mulholland dealer for more information.



Want to cure those black box blues on your Yamaha TZ250/350 road racer? Change to Accel's yellow box and correct high load ignition advance problems. Accel's control box remains temperature stable while providing increased spark energy, even with stock coils. The retail price is $178.57 at your Accel dealer.



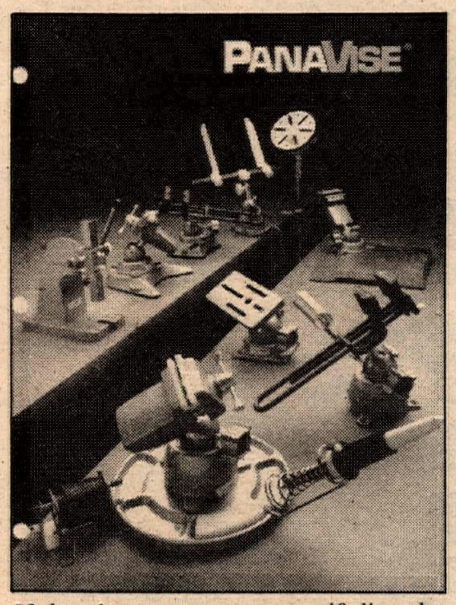
From LOP, the folks who brought you 1980 U.S. 500cc MXGP winner Marty Moates, comes their 1980-81 catalog. All kinds of neat stuff, from apparel to porting are featured, along with the history of the LOP racing effort. Price for the catalog is $3, which is refundable on your first order. LOP, Dept. CN, 2010 Washington St., Waukegan, IL 60085, 312/336-0032.



Give a gift that's ahead of its time, or at least so named! GSM has added a fifth fairing to their line, the Future Fairing, which is made of high-impact, indestructible, injection-molded plastic and comes with a very simple and durable mounting kit. The Future Fairing will fit any motorcycle and can be installed in less than 10 minutes, attaching directly to the handlebars. It can be painted to match any motorcycle's paint scheme and is priced at an affordable $39.95. The fairing comes in black or white, with a choice of clear or smoke shield, and it's available through GSM from any motorcycle dealer. Dealers can contact GSM directly at 13026 Raymer St., North Hollywood, CA 91615.

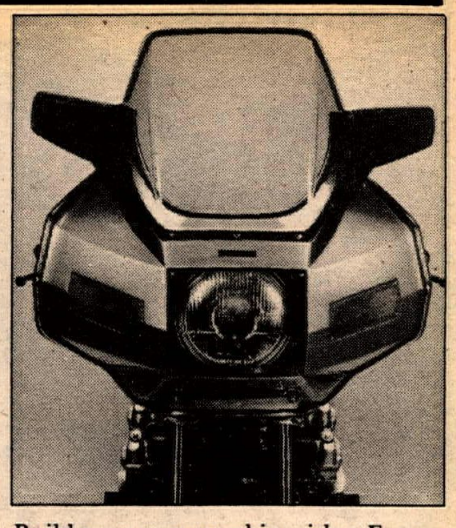
Mike Bell and Marty Smith model the latest in heads-up (or, considering that it's Bell, heads-in) apparel, the Bell Sweater. This sweater features the popular V-neck style, soft acrylic knit, and is machine washable. The sweater is available in navy blue, red, brown and white and has the direct embroidery of the famous Bell logo. Retail price is $24.95 and you can get one (or more) from authorized Bell Helmet dealers. For more information, contact Bell Helmets, Dept. CN, 15301 Shoemaker Ave., Norwalk, CA 90650.

Bell Star and Tourstar helmet wearers who would like anti-fog, anti-scratch or gradient tint face shields can now turn to Bell and yell for help. Bell's Anti-Fog shield is specially treated to eliminate fogging, and the Anti-Scratch is treated to minimize scratching. Both come in clear or smoke tint. The Gradient Tint shield ranges from dark at the top to clear at the bottom, reducing glare in daylight situations while providing proper visibility at night. The Gradient Tint shield is also scratch-resistant. Available now at your authorized Bell dealer, or contact Bell Helmets, Inc., Dept. CN, 15301 Shoemaker Ave., Norwalk, CA 90650.



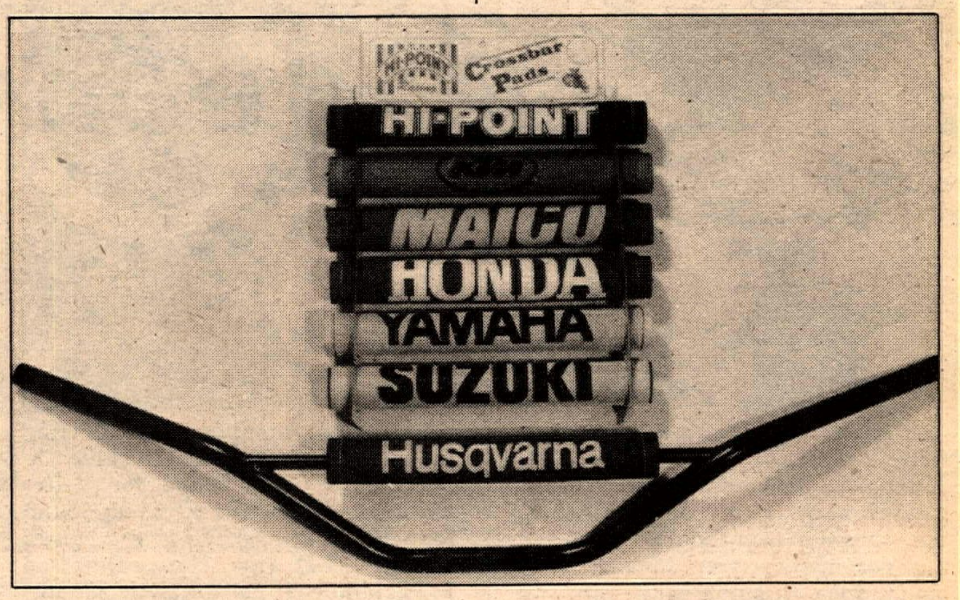
If there's a person on your gift list who seems to spend more time in the workshop than just about anywhere else, take a look at the complete line of PanaVise Products. Their complete line of compact vises lets you select the head, base, base mount and accessory that's just right. For more information, contact PanaVise Products, Inc., Dept. CN, 2850 E. 29th St., Long Beach, CA 90806, 213/595-7621.

Drag Specialties, forever in the Yuletide mood, is proud to present their Convertible Travel Bag. It's a contemporarily styled tote bag that converts into a travel bag in seconds. By unzipping the center zipper you go from a handy tote to a super travel bag, large enough to carry your personal items when touring. Available in rich black, water repellent vinyl and in two convenient sizes, small and medium. Suggested retail is $15.95-$28.50. See any of Drag Specialties' 9000 dealers world wide, or if unable to find a dealer in your area, get in touch with Drag Specialties, Dept. CN, 5401 Smetana Dr., Minnetonka, MN 55343, 612/935-1000.



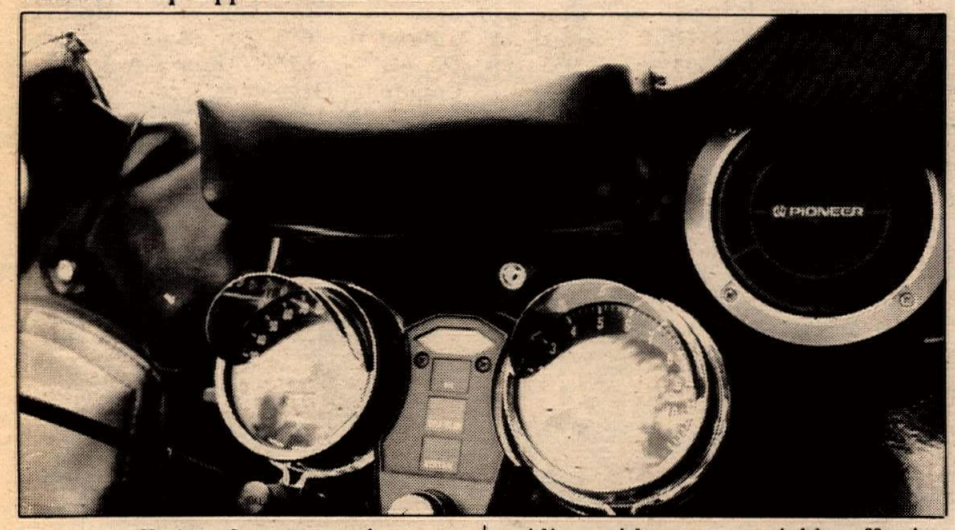
Build your own starship with a Futura fairing. The aerodynamically balanced sport fairing is handlebar mounted and features integral turn signals and individually adjustable mirrors. The solid ABS plastic lower section is available in black or silver, but can also be easily painted. For more information on the complete line of Futura accessories have your dealer contact Accessories Unlimited, Dept. CN, 754 Orange Ave., West Haven, CT 06516 or call 800/243-4730.

With cool autumn and cold winter temperatures on the horizon, Esprit wants you to get the upper hand in the situation and keep said upper hand(s) warm. Their Rain Gauntlet is an all-leather cold weather glove with a brushed nylon foam lining to help eliminate wind chill. Its full-length gauntlet has a zipper to secure it over outerwear, and the glove also features an adjustable wrist strap, chammy-covered fingers for wiping moisture from the faceshield, and a handy storage pouch in the cuff. Retailing for $29.95, the Esprit Rain Gauntlet is available at most motorcycle dealers around the U.S., or contact Esprit, Dept. CN, 1511 Alum Creek Dr., Columbus, OH 43209.



You never really know you need a crossbar pad until you meet up with an unpadded one while berm busting. The folks at Hi-Point Racing Products feel a crossbar pad should be functional and good looking. Silkscreened with all popular team names and in almost any color except lavender, the pads are made of nylon with Velcro for easy installation. See your Hi-Point dealer.

Although we're pretty sure that many of you wouldn't mind seeing the lady modeling these Hein Gericke bib leathers lounging under the tree on the Big Morning, we can only give you the scoop on what she's wearing. The leathers are made of drum-dyed, soft, supple, top-grade cowhide and have several unique features. They include an elastic stretch panel from the top of the knee to produce a tight fit and yet allow for freedom of movement. The shoulder straps are adjustable and the Velcroed flap/zippered front make getting in and out easy. The pants are lined below the knee and are extra long so that they can be tailored to fit — just hem in place with rubber cement. The Hein Gericke pants are available in black for both men and women, and also red for women. The suggested list price is $189.95. For more information, or the name of a dealer nearest you, contact Motorcycle Accessories West, Dept. CN, 7367 Greenbush Ave., North Hollywood, CA 91605.



Got a radio/speaker set-up in your fairing that you'd like to protect? Sound Idea is a vinyl cover with a soft, padded backing that protects radio and speakers from water, dust, sun and curious observers. Installation of Sound Idea is simple with only two snaps necessary to install on fairing. With the two snaps in place or removed in seconds. Sound Idea folds neatly and compactly for storage while not in use, but may be used while riding without appreciably effecting radio tone quality. Models include CS-3" (fits 3" Cycle Sound for Vetter Fairings), CS-5" (fits 5" Cycle Sound for Vetter Fairings), VS-5" (fits Vetter Sound), H-D (fits Harley-Davidson FLH Handlebar Fairing Cycle Sound), and I-S (covers Interstate speakers). The suggested retail is $24.95. Contact CS Enterprises, Dept. CN, 850 East San Carlos Ave., San Carlos, CA 94070, 415/595-1060.

Oh my my! Simpson Sports — and what good sports they are for sending us this photo — has T-shirts and hats, both featuring the new brightly colored Simpson Sports logo. The T-shirt is made from 100% cotton, and comes in white with the logo across the back and left chest. The hats come with an adjustable band to fit most heads, ventilated top and foam-backed nylon front. The T-shirt, which comes in S, M, L and XL sizes, goes for $5.95, and the one size fits all hat retails for $4.95. See your Simpson Helmets dealer, or contact Simpson Sports, Dept. CN, 22630 S. Normandie Ave., Torrance, CA 90502, 213/320-2204.

There's a hot rumor going around the motorcycle industry that Santa Claus is considering chuckin' the ol' red suit in favor of cold weather riding gear from Tour Lion. And small wonder. Tour Lion riding apparel, sold exclusively through Rocky Cycle dealers, includes such features as three-way turn-up collar for cold weather (like they have at the North Pole) protection, natural contour sleeves for comfort and ease of movement, seven-ounce poly-slim insulation for warmth, 200-denier nylon outer shell with urethane coating underneath for foul-weather protection, and Early Warning® light reflective trim for nighttime safety. Those features and more are incorporated into a smartly styled line of riding apparel sure to please even the most discriminating rider. For more details and ordering information, contact your local authorized Rocky Cycle dealer or contact Tour Lion, Dept. CN, P.O. Box 300, Convoy, OH 45832, 419/749-4059.

Delight a Harley-Davidson afficianado on Christmas morn with one (or more) of these delightful Harley-Davidson T-shirts. The lineup ranges from the "Live To Ride, Ride To Live" slogan with silver H-D eagle to a funky imitation jacket. All T-shirts are available in S, M, L and XL sizes, only from your Harley-Davidson dealer.

Take all your Christmas booty with you in these injection molded, color-coordinated and waterproof Yamaha saddlebags, styled to provide the dress look. The saddlebag liners are made from 400 denier acrylic coated fabric and the handles are of seat belt webbing, plus heavy-duty zippers made of thermoplastic YKK Vislon (sold separately). Plus Yamaha has the mounting equipment and guardrails to protect your saddlebag. See your dealer for his wide selection.

The ATK system is out to revolutionize the motorcycle! The chain of a bike, carrying power to the rear wheel under acceleration, also exerts a force through the swingarm to the rear shocks, causing them to extend. The same is true under braking, as engine braking transmitted through the chain causes the rear shocks to collapse. Basically, you're not getting full performance from your rear suspension. The ATK system, however, neutralizes the torque forces which travel through the swingarm, allowing the suspension to work full time. Keith Code, director of the California Superbike School, says "We've never had more compliments on how bikes handled since we installed the ATK system." Bolt-on kits for many Honda, Kawasaki, Suzuki and Yamaha machines are available, priced at $98.95, along with special weld on kits for universal application at the same price. For more info, contact the ATK folks at 2650-D Walnut Ave., Tustin, CA 92680, 714/731-5114.

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Desert Hotline

(Above) Bob Balentine, here talking to friends, won the SGVMC B-to-V. (Below) Morris Norman recovered from a seizure to finish. (File photos.)

Balentine again at SGVMC's B-to-V H&H

By Joyce May

BEATTY-LAS VEGAS, NV, NOV. 29

It was Bob Balentine, aboard his trusty KTM, who was first to take the checkered flag at Sloan, near Las Vegas, in the San Gabriel Valley M.C. replacement B-to-V (Beatty to Las Vegas) hare 'n' hound.

The action started on a very cold morning after a most spectacular and colorful sunrise in the Amargosa Desert south of Beatty, NV. Only between 75 and 80 paid entries were on the start line, so all but the three four-wheeled Odysseys started at the same time.

The first leg of the race was the roughest on the machines as it contained the most sand.

Dan Ashcraft came into the first gas in the lead, but Balentine was right behind him, giving him no slack whatsoever.

Seniors John Watkins and Jack Puckett came in with flat front tires and both decided to head out on the next leg with the tires still flat.

The only Trailbike entered, Pete Andelman's, seized, ending his ride. Paul Palmer was in the top five as he headed for his first gas stop, but also seized before he made it.

Out of the first gas Balentine blasted past Ashcraft as the flu bug started to react quite strongly in Ashcraft. He had suffered with it all night before the race, but felt it wouldn't affect his ride.

The course to the second gas led south from Hwy. 95 almost to the California border across a dry lake to the gas pit outside of Pahrump. Balentine had an exceptionally quick pit stop and was well on his way to the third stop when Ashcraft's machine was heard coming into the area. Dan Smith was next, followed by a pie plate rider, Anthony Pasqualotto from Las Vegas.

Heavyweight Amateur Dave Hornbeck hit a rock outside the second gas pit, punching a small hole in his cases. By the time he entered the pits for gas, his transmission was stuck in second gear. He decided to try and finish anyway.

The stretch from second to third gas was a rocky one and ended just before the Spring Mountains, along state Hwy. 160.

Balentine had pushed to a strong 4½-minute lead over Ashcraft, his dust almost out of sight up the valley by the time Ashcraft came through. Smith was next, followed by Pasqualotto.

It was at least another 10 minutes before the fifth rider came through, Ken Upp.

Across the valley from the third gas the course followed a fast powerline road. Upp crashed and totaled out his rear brake. Hornbeck came through the pits still leading the Amateurs and *still* stuck in second gear.

Jim Bringhurst was another rider that lost his rear brake after third gas. John Watkins, who had ridden almost the entire race on a flat front tire, now got a rear flat, too.

Morris Norman had seized on the dry lake, and so he stuck his thumb out to hitch a pull. Finally "C" bike ace Pete Postel stopped and gave him a pull until Norman's engine broke loose and started again.

Darin Cartwright had been running sixth overall until he lost the trail. Howard McCasland followed him, but soon realized something was wrong, so he turned around and headed back in the direction he had come, meeting Chuck Stearns who was also going the wrong way.

The SGVMC had sent a pilot rider on the course ahead of the racers to make sure trail markings hadn't been torn down as in the previous year, so those getting lost just plain missed the markings.

Into the finish and the long powerline road came Balentine with a lead that had been extended to six minutes. Smith had taken over the second spot.

Pasqualotto got by the very sick Ashcraft only about 10 miles from the finish. Ashcraft, first 250cc Expert, was also now struggling with a flat tire.

It was 16 minutes until the dust, churned up by Upp's machine, was visible, and another six minute wait for Russ Jones, first 250cc Vet.

McCasland finally showed up, followed by Stearns. Then there was another wait.

Two riders then crested the hill, racing side by side down the road. Las Vegas Senior Sam Bass got the upper hand finally and put Cartwright, who was fighting a rear flat, into a cloud of dust. Another Las Vegas rider, Daryl Folks, was next to take the checkered.

Following him was Open Amateur Dave Hornbeck, who had ridden all the way from second gas in second gear. His clutch case was now cracked and smoke was curling out between the cracks. Dave earned the special contingency prize of a helmet, goggles and gloves given to the first Open Amateur in memory of SGVMC member Jeff Fries.

It was Senior pie plater Charlie Hermanson of Desert M.C. who took the checkered next, followed by Vet Bringhurst.

In the 12th spot was Senior Watkins with his two flat tires still miraculously on the rims, followed by pie plater and second Amateur, Larry Woodruff.

Morris Norman beat his benefactor, Pete Postel, in by six bikes as he had powered away from the little "C" once he got his machine running.

Senior Bruce Lewellyn was next, finishing ahead of Bruce Jones (Open) and a pie plater from Las Vegas, Dennis Stevens.

Then over the hill came three machines, all very close together. Past the finish it was C bike super man Cliff Thomas, riding his first race since he broke his wrist. Directly behind him were the brothers Postel: Bill followed by Pete.

John Reed (250cc), who had been pushed off the starting line, earned first Novice honors.

Staunch D-37 supporter, Wyoming's Ken Guio (Open Senior), was next, followed by the second Novice, another Vegas pie plater, David Stephens.

Amateur Ron Hermanson was next with a front flat, followed by the first Novice C bike piloted by Gary Goudy.

First Beginner, and probably the only Beginner to finish the long race, was Eddie Graf. This gutsy young man had gotten off hard before third gas, and yet he forced himself to keep going, even though his neck became stiffer and stiffer as he went along.

Fifty-eight riders earned the big SGVMC bell finisher pins.

The San Gabriel club wants to especially thank the Four Aces, Desert Barbarians, and the Checkers for their club support, and all the riders that also made the race. ●

TEN YEARS AGO

The Bushmasters M.C. and the Prospectors M.C. got together to throw a dual European Scrambles, and **J.N. Roberts** (Open), **Tom Poteet** (250cc) and **Terry Clark** (100cc) all posted dual wins.

Riding an AJS, **Doug Douglas** set a new Baja mark of 27 hours, 15 minutes in his Tijuana to La Paz run. Douglas' new mark bettered **Kim Kimball's** old record by almost 12 hours.

Riding a new Harley-Davidson XR750, **Evel Knievel** successfully made a jump over 13 cars in Wilmington, CA.

The final TT of the season at Ascot Park saw **Eddie Wirth** (Tri) take the California State Championship in the Expert class, while **Don Emde** (BSA) did likewise among the Amateurs. Bultaco-mounted **Gary Scott** beat out **Kenny Roberts** to take the Novice class.

The Southern California Mini Bike Association hosted the Mini Bike Nationals at Saddleback Park, and **Dave Carlson** walked off with five four-foot trophies. In the Mini Enduro class, **Jeff Ward** came away the winner.

ACA held a road race at Riverside Raceway, and **Ron Pierce** led the 500cc GP race on a Kawasaki H1R for all but the last quarter mile, where he was passed for the win by **Hurley Wilvert** on a similar machine. **John MiGillivray** posted another Open Production win on his BSA Rocket 3, and **Reg Pridmore** and **Ernie Caesar** captured the Sidecar class with their Norton rig.

In indoor short track racing at San Francisco's Cow Palace, **Dave Hansen** won the main event over **Joe Henry**.

The Salinas Ramblers held a scrambles in Salinas, with **Bob Grossi** taking the 500cc Expert class, and then a runner-up in the 250cc Experts behind **Ron Stockman**.

Jean, Nevada, was the site of a European Scrambles put on by the Boonie Bounders. The Open class went to **Don Watkins, Jr.** over **Casey Folks, Jr.**, the 250cc class went to **Tony Cook**, and the Super Lightweight class was won by **Danny Davis**. Third in the Super Lightweight Amateur class went to now-CN ad peddler **Skip Johnson**.

Marty Tripes took his ChayZed to victory in the 250cc Expert class during CMC motocross competiton at Carlsbad. **Pat DeBenetti** won the 125cc Experts, then placed second to **Gary Harris** in the 500cc Experts.

Dick Vick passed **Jim Francis** on the last lap to win the Open class of a European Scrambles held near Idaho, CA.

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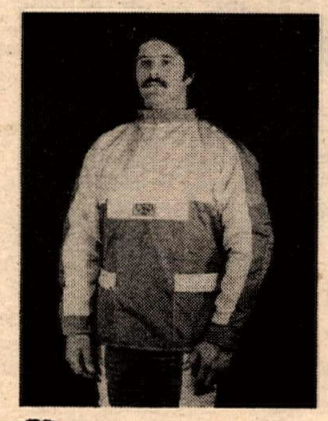
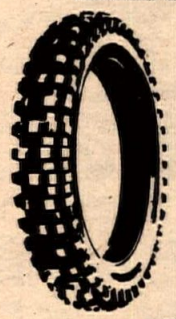


Hi-Point's pull-over nylon enduro jackets were designed for the serious cross-country racer. Great comfort and protection with loads of features.

A pair of Hi-Point boots under the tree will brighten any racer's Christmas. Hi-Point boots are available in M-X style or cleated enduro style in sizes 5-13 plus ½ sizes and in mini M-X sizes 1-7. Hi-Point boots..."The Choice of Champions".



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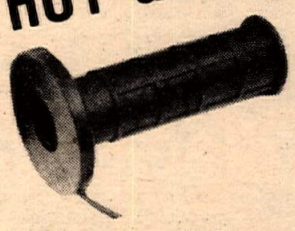

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Tony D goes 1-2 at CRC Saddleback MX

By Nanette Marie

ORANGE, CA, NOV. 23

With the second round of qualifying going on at Edwards Air Force Base for the Anaheim Amateur Supercross race, the California Racing Club still held their regularly scheduled motocross at Saddleback Park, and a good turnout of riders were on hand to tackle the park's front course that was revised with new jumps and tight sections for the day's action.

Tony DiStefano, in one of his best performances since his return after suffering a serious eye injury, captured both motos of the Open Pros, and then returned in the 250s to come from behind and grab second overall behind Yamaha's Ed Arnet.

The first class out of the gate were the Open Pros, and Micky Dymond put his La Habra Yamaha 465 into the lead with Ron Utaski, DiStefano, Glen Senocal and Alan Olson trailing. Dymond pulled out to a very comfortable margin within five laps, while DiStefano worked on Utaski, made his move around the DF Cycle rider and set out after the leader. It took DiStefano four laps to get his Husqvarna within striking distance, but as soon as he caught Dymond, he slipped right into the lead. Dymond hung tight, however, and the last three laps of the race proved the most spectacular racing of the day. Dymond blitzed by DiStefano before they took the white flag, and DiStefano found himself trailing with little time. The two headed around the last lap dead even, until they got into lapped traffic. DiStefano used his years of experience to slip right on by Dymond and into the lead only a few turns from the checkers. Dymond came across in second, but well ahead of Utaski and Senocal.

Round two proved to be another battle between Dymond and DiStefano, as the two went neck and neck down the start hill. DiStefano got the early edge and held the front for a few laps, but Dymond stuck his YZ into the lead before the halfway point. Again, DiStefano had to use his experience to move by Dymond late in the race, but this time DiStefano's pass stuck all the way to the wire, followed again by Dymond, Utaski and Senocal.

In the heated 250cc battles, which turned out to be the largest class of the day, there was no doubt as to who would rule the show at the end of the first moto. Premier Yamaha's Ed Arnet grabbed the holeshot in the first go around and never was touched. Behind him was some heavy action as Lance Moorewood, Gary Jones, DiStefano and Andy Guth put on a four-rider dash for second. Guth moved by DiStefano at the halfway point for fourth, but The D stuffed him right back on the next lap, for good. Moorewood hung on all the way to hold off a charging Jones, who in turn had to keep DiStefano behind. It would all come down to the second moto.

In that race, again Arnet holeshot, and ran away with the whole show. Although the trailers in second pulled up on him late in the moto, they were no threat to capture his lead. Back behind, Moorewood, Jones and Di Stefano all worked their way around early runner-up Norman Nilsson, then fought for position. Jones dispatched Moorewood first, then DiStefano followed. The two set up a good race for second that saw DiStefano the faster of the two over the straights and rough stuff, but Jones got the edge into and out of the corners. The two played cat and mouse for four laps with Jones in second, until finally DiStefano shot around Jones in a turn and took over as they headed down into a new tight right hander at the bottom of the canyon. From there the top three held firm, and the overalls were set with Arnet on top followed by DiStefano, Jones, Moorewood, then Andy Kirker with a 6-4 moto tally.

Results

125 PRO: 1. Craig Dale (Hon); 2. Mike Blier (Yam); 3. Vaun butler (Yam).
250 PRO: 1. Ed Arnet (Yam); 2. Tony DiStefano (Hus); 3. Gary Jones (Kaw).
500 PRO: 1. Tony DiStefano (Hus); 2. Micky Dymond (Yam); 3. Ron Utaski (Yam).
500 NOV: 1. Bob Bucy (Yam); 2. Bob Sullivan (Yam); 3. Karl Holmberg (Suz).
500 BEG: 1. Don Kraft (Yam).
250 BEG: 1. Ed Kasinga (Yam); 2. Rodney Jamarillo (Yam); 3. Rande Schwartz (Kaw).
250 NOV: 1. Shawn Kaul (Mai); 2. Bart Jordan (Yam); 3. Tim Criswell (Suz).
500 INT: 1. Kelly Saulie (Yam); 2. Gary Gonzales (Mai); 3. Doug McKee (Mai).
250 INT: 1. Paul Bassett (Yam); 2. Rusty Hannah (Suz); 3. Dave Fernandez (Yam).
125 NOV: 1. Donny Myron (Suz); 2. Ryan Roberts (Hon); 3. Lane Steeber (Yam).
125 BEG: 1. Jeff Frye (Hon); 2. Dave Crigler (Suz); 3. Doug Mitchell (Yam).
125 INT: 1. Lyle Babi (Yam); 2. Doug O'Donnell (Suz); 3. Mark Braunwalder (Yam).
100: 1. John Kish (Yam); 2. Mike Medlin (Suz); 3. Glenn DeLatorle (Suz).
100 INT: 1. Charles Osterdcay (Yam); 2. Jim Beltnick (Yam).
VET JR: 1. Bob Barr (Yam); 2. Dewayne Starl (Yam).
VET SR: 1. Dan Moore (Mai); 2. Bill Millar (Suz); 3. Jim Turner (Yam).
MINI NOV: 1. Jimmy Palma (Yam); 2. Ron Rogers (Yam); 3. Scott Zastrow (Suz).
MINI INT: 1. Mike Healey (Suz); 2. Michael Knapp (Yam); 3. Mike Lieber (Yam).
MINI EX: 1. Sam Storer (Kaw); 2. Todd Campbell (Yam); 3. Bruce Bunch (Suz).
MINI BEG: 1. Ed Ganley (Hon); 2. Trey McFarland (Yam); 3. Kurt Strand (Yam).
JR CYCLE NOV: 1. Gary Morton (Suz); 2. Jason McFarland (Yam).
60cc EX: 1. Paul Crez (Suz).

Miller takes over at Corona

By Ron Lawson

CORONA, CA, NOV. 21

Montclair Yamaha's new rider Marty Miller was the man to finally put an end to Andy Northrup's winning streak in the 250cc Pro class at Corona Raceway. All summer, Northrup had been winning every race he entered at Corona and last Friday night looked as though it might be another rerun after the start of the first moto.

Northrup jumped to the top, but this time, Miller was right on his tail all the way. In third place throughout the race was Scott Wilkinson (Yam), who was holding off Craig Edwards in the early laps. Then Wilkinson started to pull away, putting him in an isolated position, too far behind the leaders, but safely ahead of Edwards. Northrup finished with a slight lead over Miller, and Wilkinson held out for third.

Miller was ready to go in the next round. Northrup took the holeshot, but Miller took over on the first lap. The race was far from over as Northrup made several stabs at retaking the lead, only to have his chances ruined in the final laps as he went down. Miller cruised in to an easy win while Northrup remounted to take second, still holding a good lead over third place Keith Williamson (Yam). Overall the score read Miller, Northrup, Williamson, Edwards and Wilkinson.

The 125cc Pros also had a split decision with Craig Dale (Hon) leading the early part of moto one, falling and then working his way back up to third behind KTM West rider Troy Lee and Ryan Eide of Town and Country Suzuki. Dale came back to trounce the second moto, but Lee was perfectly happy to take the top money with a 1-2 score. Dale was second overall while Chris Swank and his Mugen-Honda took third with a 4-3 tally.

The king of the high schools was Esperanza with Arlington taking second. The best scoring man on the Esperanza team was Robert Wedner (Hon) who won both motos of the 500cc Novice class and then came back to win the 250cc Novice class with a 2-1 score.

Results

MINI BEG: 1. Richie Hovis (Yam); 2. Kelly Strand (Suz); 3. Gerry Lattimer (Kaw).
MINI BEG: 1. Eric Sackett (Yam); 2. John Davis (Yam); 3. Jim Moon (Yam).
MINI NOV: 1. Dave Roach (Yam); 2. Glenn Tucker (Yam); 3. Roger Ebling (Kaw).
MINI INT: 1. Chris Taylor (Kaw); 2. Steve Stewart (Yam); 3. Dan Hovis (Yam).
MINI EX: 1. Todd Campbell (Yam); 2. Dan Wawrzyniak (Yam); 3. Scott Brown (Suz).
100 BEG: 1. Con Berner (Yam); 2. John Kish (Yam); 3. Scott Chrisinger (Yam).
125 BEG: 1. Greg Lawson (Yam); 2. Bob Davison (Suz); 3. Pat Burns (Yam).
125 BEG: 1. Pat Hagedorn (Yam); 2. Mike Horner (Hon); 3. William Hansen (Yam).
125 NOV: 1. Don Luce (Yam); 2. Mark Allen (Yam); 3. Greg Bender (Yam).
125 INT: 1. Scott Grose (Suz); 2. Bob Berney (Suz); 3. Scott Marrs (Yam).
125 PRO: 1. Troy Lee (KTM); 2. Craig Dale (Hon); 3. Chris Swank (Mug).
250 BEG: 1. Ken Triplett (Kaw); 2. Tim Neuman (Suz); 3. Bruce McKinney (Kaw).
250 NOV: 1. Don Urbanek; 2. Dave Whatley (Hon); 3. Mike Mazzacane (Hus).
250 INT: 1. Rick Vanderham (Yam); 2. John Mazzacane (Kaw); 3. Scott Denny (Suz).
250 PRO: 1. Marty Miller (Yam); 2. Andy Northrup (Hon); 3. Keith Williamson (Yam).
OPEN BEG: 1. David Boyko (Yam); 2. Don Previtt (Yam); 3. Bill Mazzacane (Yam).
OPEN NOV: 1. Steve Ballmer (Mai); 2. Jack McCafferty (Yam).
OPEN INT: 1. John Bakency (Yam); 2. Kent Elliot (Yam); 3. Tim Holecombe (Yam).
HIGH SCHOOL
MINI NOV: 1. Kurt Strand (Yam); 2. Sandy Williamson (Suz); 3. Dino Gross (Kaw).
MINI SR: 1. Todd Campbell (Yam); 2. Vince McMahon; 3. Steve Stewart (Yam).
100 SR: 1. Glenn Clark (Yam); 2. DeDe Ashley (Yam).
125 NOV: 1. Mark Decker (Yam); 2. Dave Otramba (Suz); 3. Mike Daluzi (Hon).
125 INT: 1. Mark Milam (Yam); 2. David Jann (Suz); 3. Todd Sergent.
175 NOV: 1. Mark Milam (Yam); 2. Chris Allec (Yam); 3. Mark Decker (Yam).
175 SR: 1. Nate Rauba (Suz); 2. Gary Clark (Yam).
250 INT: 1. Ron Rehnquist (Yam); 2. Bill Scott (Yam); 3. Jim Carstairs (Yam).
250 NOV: 1. Robert Wedner; 2. Brian Griewe (Yam); 3. David Neville (Mug).
OPEN NOV: 1. Robert Wedner (Hon); 2. David Neville; 3. Mike Lane (Yam).
OPEN SR: 1. Ken Campbell (Hon); 2. Bill Scott (Yam).

Johnson repeats at Jack Clawson Memorial MX

By Rod Eschenburg

SAN DIEGO, CA, NOV. 16

Yamaha Support rider Rick Johnson once again dominated the annual Jack Clawson Memorial Race Day at Barona Oaks Raceway with wins in the Memorial Race as well as both the Stock and Modified Expert classes.

The featured race, named in memory of California Mini Motorcycle Club's first number one plate rider Jack Clawson who was fatally injured in a highway accident a year ago, saw Johnson go two straight for the second straight year for the overall. "Hawlin' Mark" Howell took two seconds to the second overall with Escondido Suzuki rider Ray Tetherton taking a close third over Bobby Voorhees, who in turn, had a tie-breaker decision over David Hopwood.

Johnson, who began his career at Barona eight years ago at the age of eight, also treated the fans to some great racing in both the Stock and Modified 125cc Expert portions of the regular program. Johnson went two for two in the Modifieds over Kawasaki Motor Corp. rider Taylor Marcell and took a 2-1 finish in the Stocks over Howell (J & J Yam) after running second to 1980 CMMC Champ David McGhee in the first moto.

The Minicycle classes saw Kawasaki's "Stormin' Sam" Storer grab the Modified Experts and the Special 105cc Minis, and Yamaha Motor Corp. rider Ronnie Lechien pick up the Stock Experts. The 105s were the wildest as Storer parlayed a 3-2 finish to grab the win over Bruce Bunch (Santa Ana Kaw) who had a 2-7 effort. Third place was a tie-breaker for Rick Hemme (Suz) with a 9-1 over Burger King Yamaha rider Chris Swift's 5-5 finishes!

In addition to the Clawson Memorial at Barona, also featured was the appearance of a large contingent of riders from England who were here in the U.S. on a racing vacation. Outstanding was the 2-3 finish victory by Julian Dobbs in the 125cc Stock Novices as he downed Mitch Palmer (Suz) who, in turn, had a tie-breaker with Clint Berger (Yam) with a 5-1 over a 4-2 finish effort.

Results

JACK CLAWSON MEMORIAL MX: 1. Rick Johnson (Yam); 2. Mark Howell (Yam); 3. Ray Tetherton (Suz); 4. Bob Voorhess (Suz); 5. David Hopwood (Hon); 6. Don Harries (Kaw); 7. Ken Coover (C-A); 8. Mike Dodge (Yam).
MINICYCLE CLASSES
STOCK EX: 1. Ronnie Lechien (Yam); 2. Rick Hemme (Suz); 3. Todd Campbell (Yam).
MOD EX: 1. Sam Storer (Kaw); 2. Ronnie Lechien (Yam); 3. Rick Hemme (Yam).
SPECIAL 105cc OPEN: 1. Sam Storer (Kaw); 2. Bruce Bunch (Kaw); 3. Rick Hemme (Suz).
STOCK INT (12-16): 1. Richie Dobbs (Yam); 2. Mike Gilmartin (Suz); 3. Randy Rush (Hon).
MOD INT (12-16): 1. Chris Taylor (Kaw); 2. Richie Dobbs (Yam); 3. Mike West (Kaw).
STOCK NOV (12-16): 1. Charlie Sampson (Yam); 2. Corey Falter (Hon); 3. Mike Thompson (Kaw).
MOD NOV (12-16): 1. Charlie Sampson (Yam); 2. Tim Schoos (Hon); 3. Robbie Buchanan (Yam).
STOCK BEG (12-16): 1. Anthony Benedetti (Yam); 2. Paul Masek (Hon); 3. Ramon Domingues (Suz).
STOCK INT (9-11): 1. Frankie Brundage (Suz); 2. Eddie Hicks (Yam); 3. Mouse McCoy (Yam).
MOD INT (9-11): 1. Frankie Brundage (Suz); 2. Scott Brown (Suz); 3. Eddie Hicks (Yam).
STOCK NOV (9-11): 1. Space Schriner (Yam); 2. Michael Craig (Suz); 3. Paul Cortez (Yam).
MOD NOV (9-11): 1. Space Schriner (Yam); 2. Paul Cortez (Yam); 3. James Dobbs.
MOTORCYCLE CLASSES
STOCK 125 EX: 1. Rick Johnson (Yam); 2. Mark Howell (Yam); 3. Tim Hale (Suz).
MOD 125 EX: 1. Rick Johnson (Yam); 2. Mark Howell (Yam); 3. David Hopwood (Hon).
STOCK 125 INT: 1. Arnie Lemon (Yam); 2. Orlando Terrazas (Suz); 3. Kevin Laird (Suz).
MOD 125 INT: 1. Bobby Voorhees (Suz); 2. Taylor Marcell (Kaw); 3. David Crowson (Kaw).
STOCK 125 NOV: 1. Julian Dobbs; 2. Mitch Palmer (Suz); 3. Clint Berger (Yam).
MOD 125 NOV: 1. Clint Berger (Yam); 2. Mitch Palmer (Suz); 3. Julian Dobbs.
STOCK 100 INT: 1. Troy Denham (Yam); 2. Scott Richeson (Yam).
STOCK 100 NOV: 1. Darin Rogers (Suz); 2. Frankie Brundage (Yam); 3. Kevin Travis (Yam).
MOD 100 INT: 1. Scott Richeson (Yam); 2. Troy Denham (Yam).
JUNIOR CYCLE CLASSES
STOCK (9-11): 1. Eddie Hicks (Yam); 2. Scott Brown (Suz); 3. Steve Hale (Suz).
MOD (9-11): 1. Mouse McCoy (Yam); 2. Scott Brown (Suz); 3. Eddie Hicks (Yam).
STOCK (0-8): 1. Jamie Conney (Yam); 2. Shane Spencer (Suz); 3. Robbie Avila (Suz).
MOD (0-8): 1. Jamie Conney (Yam); 2. Shane Spencer (Suz); 3. Redwyr Thomas.
PEE WEE STOCK: 1. Sean Thornton (Suz); 2. Dennis Dahlin (Ita); 3. Justin Rich (Suz).
PEE WEE MOD: 1. Jamie Conney (Suz); 2. Sean Thornton (Suz); 3. Oscar Anchota (Suz).

Steele nabs two at MRAN MX

By Wayne Gales and Chuck Harper
Photo by Gales

BOULDER CITY, NV. NOV. 16

Desert racers and motocrossers converged outside Boulder City,

for the Motorcycle Racing Association of Nevada-sanctioned, Yucca Chuckers-sponsored MX. The day pitted the riders against the elements as much as other riders. High winds, and temperatures that never got above the mid 40s made for miserable riding and absolutely dismal spectating. And of course the water truck broke down.

The 250cc Expert class saw Yamaha-mounted Kevin Steele dominate the day with an effortless 1-1 finish, his first of two overall wins for the day. Steele has been making raids into the southern California MX scene and has shown that he's definitely able to run with the best of them. Chris Howard, usually a formidable opponent in the 250cc class, suffered a first turn bail in the first moto, leaving the Yamaha mounted ace out of the picture for the day. Troy Fitch rode consistently and kept pressure on Steele all day, netting himself second.

The Open Expert class was a walk-over for superbiker Kevin Davis, who breezed his big-bore Maico to a 1-1 finish, while receiving only mild pressure from Can-Am mounted Kevin Welch along with Anthony Pasqualotte and Mel Chapman. Davis is becoming almost untouchable in the Open class, especially on an MX course.

The 125cc Experts saw Kevin Steele salt away his second win of the day with a 1-1 victory, and despite some pressure from David Saxton and Jim Krumme, his 125cc victory was as decisive as the 250cc win. Sportsman Cycle sponsored Daryl Folks finished well down in the pack but earned enough points to virtually assure him of the number one plate in the MRAN 125cc class for 1981. This was one of Folks' final rides on a Suzuki, having landed a Husky support ride following a respectable second in class finish in this year's Baja 1000 while riding a 125 Husky.

Hames 2, Lawson 1, Volk 1 at Corona TT/HM

By Elaine Jones

CORONA, CA, NOV. 15

Corona Raceway officials were in doubt about racing Saturday night because of the high winds but were glad they opted to go when 157 riders turned out for TT and half mile racing.

The 250cc Money TT turned out to be the survival of the fittest as five started and two finished. Off the line it was Jimmy Rosa with Ben Meyer and Rich Volk in the 2-3 spots. Rosa has really been coming into his own and more than proved his ability as he set the pace and Volk moved by Meyer to take over second. The first one out with attrition problems was Ken Corpe who went no further than the first lap. On the third lap Meyer fell by the wayside and Jimmy Snow moved into third. One lap later and still leading the race, Rosa was felled with mechanical difficulties and it was clear sailing for Volk and Snow as they finished 1-2.

The Open Money TT was a game of cat and mouse between Eddie Lawson and Pete Hames, who have been staging some excellent duels at Corona. It was Lawson who got the edge off the line with Hames right behind him and Tommy Walton in the third slot. With one lap down it was Chris Cannon who felt the bite of mechanical problems and retired to the pits. Back at the front Lawson and Hames were battling back and forth for the lead with Lawson continuing to hold the upper hand. Walton was holding Ross Klatt at bay until the sixth lap and again it was mechanical problems that did him in. The white flag came out and Lawson was still in the lead with Hames second and Klatt third when it happened. On the final time around the fickle finger pointed itself at Lawson and he was out leaving the way clear for Hames and Klatt to collect the dough.

The oval Money goes were not without breakdowns but the percentages were much smaller. Nine came to the line for the 250cc Money half mile and the race had Pete Hames written all over it. Joe Steffen went out second with Jimmy Rosa in third and Jimmy Snow fourth. Barry O'Brien swapped places with Snow on the second lap and one lap later Garabedian was out with a sick engine. Up front Hames was still holding school with Steffen and Rosa trying to best teacher. It wasn't going to happen and at the checkered it was Hames with Steffen and Rosa in the place/show spots.

Twelve signed up and 11 made it to the line in the Open Money half mile with a two row start determined by their finish in the heat. Mike Minnig, back after a lay-off, went out on top with Chris Cannon second and Eddie Lawson third. Rich Volk, Tommy Walton and Shawn Leipold rounded out the top six. Lawson moved by Cannon on the second lap but Minnig was not going to be such an easy task, especially with Cannon looking to repeat his upset victory over Rainey and Lawson a few weeks ago. The three continued to freight train around as the laps ran out. The win looked to be a certainty for Minnig but on the white flag lap Lawson made his move and caught Minnig with his socks down. Cannon wasn't able to follow in Lawson's tire tracks and had to settle for third. ●

Results

TT

MINI NOV: 1. Jason Bell (Yam); 2. Bill Beerse (Kaw); 3. Timmy Walton (Yam).

MINI EX: 1. Mike Kirby (Hon).

125cc NOV: 1. Dennis Turner (Yam); 2. Brian Barrick (Hon); 3. Jeff Runyan (Yam).

125cc AM/EX: 1. Jimmy Snow (Yam); 2. Roger Thompson (Yam).

250cc NOV DIV 1: 1. John Barricklow (Yam); 2. Don Griewe (Yam); 3. Bobby Beer (Yam).

250cc NOV DIV 2: 1. Rick Morton (Yam); 2. J. Ward McKee (Kaw); 3. H.C. Meyers (Bul).

250cc AM: 1. John Perez (Yam); 2. Greg Nelson (Yam); 3. Bruce Windham (Suz).

250cc EX: 1. Ron Bell (Yam); 2. Jimmy Snow (Yam); 3. Shawn Pettis (Bul).

OPEN NOV DIV 1: 1. James Steet (Yam); 2. Bob West (Suz); 3. Michael Hart (Yam).

OPEN NOV DIV 2: 1. Keith Guthery (Yam); 2. Keith Bradford (Hon); 3. Mike Yarbrough (Yam).

NSOTHG: 1. Mike Mockbee (H-D); 2. Bill Bell (Yam); 3. Ron Ferguson (H-D).

OPEN AM: 1. John Perez (Yam); 2. Don Meiner (Yam).

OPEN EX: 1. Eddie Lawson (Kaw); 2. Shawn Leipold (Yam); 3. Jerry Greer (Yam).

250cc MONEY: 1. Rich Volk (Yam); 2. Jimmy Snow (Yam); 3. Jimmy Rosa (Yam).

OPEN MONEY: 1. Pete Hames (Yam); 2. Ross Klatt (Yam); 3. Eddie Lawson (Yam).

HALF MILE

MINI NOV: 1. John Garrison (Suz); 2. Jason Bell (Yam); 3. Timmy Walton (Yam).

MINI EX: 1. Mike Kirby (Hon).

125cc NOV: 1. Tim Titus Jr. (Hon); 2. Brian Barrick (Hon).

125cc AM/EX: 1. Roger Thompson (Yam); 2. Jimmy Snow (Yam).

250cc NOV DIV 1: 1. J. Ward McKee (Kaw); 2. Rick Morton (Yam); 3. Dennis Pinheiro (Suz).

250cc NOV DIV 2: 1. John Barricklow (Yam); 2. Don Griewe (Yam); 3. Bobby Beer (Yam).

250cc AM: 1. Greg Nelson (Yam); 2. John Perez (Yam); 3. Mark Coker (Yam).

250cc EX: 1. Ron Bell (Yam); 2. Barry O'Brien (Yam); 3. Jimmy Snow (Yam).

NSOTHG: 1. Gary Pettis (Bul); 2. Ron Ferguson (H-D); 3. Mike Mockbee (H-D).

OPEN NOV: 1. Keith Bradford (Yam); 2. Keith Guthery (Yam); 3. James Wood (Yam).

OPEN AM: 1. Don Meiner (Yam); 2. Bob Graves (Yam); 3. Gary Pettis (Bul).

OPEN EX: 1. Jeff Allison (Yam); 2. Mike Laney (Yam); 3. Ross Klatt (Yam).

250cc MONEY: 1. Pete Hames (Yam); 2. Joe Steffen (Yam); 3. Jimmy Rosa (Yam).

OPEN MONEY: 1. Eddie Lawson (Yam); 2. Mike Minnig (H-D); 3. Chris Cannon (Yam).

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NORTHERN DATELINE

"Land-"slide at new Porterville H-M

By Bob Hill

PORTERVILLE, CA, NOV. 16

A big turnout of riders and a new half-mile track that's *real* fast equals a good day of racing. Practice showed just how fast the track was going to be. Danny Moore, top D-36 Maxi rider who's only two points away from Number One for 1980, tangled with Mike Hale and Tommy McKinney coming out of turn two during the first practice. Hale was up and alright. McKinney was out with broken ribs and collarbone and Moore's foot was thought to be broken (just sprained), but his Champion Honda 500 was a total wreck.

After the heats were run and everybody thought they had it dialed, the mains were ready to be run. National Number One Cris Carr lined up for the 80cc Expert race next to D-35 Number One Craig Howard, Buddy Wilson and Blayne Hollenbeck. Howard got the holeshot with Hollenbeck and Carr behind. Howard stretched it out with Carr getting by Hollenbeck on the second lap. Howard stayed in front to win it with Carr and Hollenbeck second and third.

It was a pass-and-repass race in the 100cc Expert go between Carr and Howard until the third lap when Howard broke and Carr took the win. Rickey Hollenbeck jumped off the line first in the 125cc Expert class followed by Ryan Land and Mike Jones. On the second lap, Land made his move down the main straight and never looked back, winning the first race of the day for the Land clan.

Kelly Dennison rode one of the closest races of the day as he jumped out in front of the 200cc Experts with Jim Taves and Jim Rose right behind. On lap two, Taves passed Dennison down the front straight only to be repassed by Dennison down the back straight. Dennison stayed on the gas for a well deserved win.

When the 250cc Experts came to the line, everyone knew it was going to be a hell of a race and it was. National Number One Pete Hames was first off the line followed by Robert Land, Mike Garrison, Bryan Yocum, Mearl Barnett and Mike Hale. After the first lap, Hames was in front with Land and Garrison right behind. In the first turn of lap three, Hames and Land were side by side, each waiting for the other to shut off, which neither did. Both ended up going wide with Hames falling and Land bottoming his front end so hard his number plate flew off. Land saved it with Garrison coming up right behind as they entered turn three. Garrison's motor seized and Land was home free with Yocum, Barnett and Hale following.

The 500cc Expert race was red flagged on the first lap due to a first turn crash that involved Mearl Barnett and Dave Veria. Barnett suffered a broken right leg and collarbone and Veria a broken collarbone. After a 30-minute delay, the race was restarted. Mike Hale got the holeshot and was gone. Hale had a big lead at the end of all six laps followed by John Burnett.

The Open bikes got off clean with Derek Land leading, Steve Monger and Chris Cannon behind. Land started pulling away until the fourth lap when he came into turn three so hard, it defies the law of gravity. Land slid from turn three to turn four and was out of the race. Monger came by next with Cannon right on his fender. Monger's battery on his XR was turning sour, but the laps ran out for Cannon as Monger held on to the checkers. For a first race on a new track, the whole program went extremely well. All the riders loved it and the track is fast, real fast. The next half-mile is December 14. See you there.

Results

PEE WEE: 1. Brad Taylor (Yam); 2. Stephen Amundson (Yam).
80 NOV: 1. David Jones (Yam); 2. Jason Craven (Yam); 3. Todd Alberti (Suz).
80 JR: 1. Mike Price (Yam); 2. David Hager (Yam); 3. Duane Wilson (Yam).
80 EX: 1. Craig Howard (Yam); 2. Chris Carr (Suz); 3. Blayne Hollenbeck (Suz).
100 EX: 1. Chris Carr (Suz); 2. Blayne Hollenbeck (Suz); 3. Randy Wesson (Yam).
125 NOV: 1. Billy Wilker (Yam); 2. Randy Jones (Yam); 3. Jeff Turner (Yam).
125 JR: 1. John Hatterson (Yam); 2. Billy McKinney (Yam); 3. Glenn Garlin (Yam).
125 EX: 1. Ryan Land (Yam); 2. Ricky Hollenbeck (Suz); 3. Mike Jones (Yam).
200 EX: 1. Kelly Dennison (Yam); 2. Jim Taves (Yam): 3. Jim Rose (Yam).
250 NOV: 1. Curt Pimentel (Yam); 2. Steve Allison (Yam); 3. Kelly Lawrence (Yam).
250 JR: 1. Mike Bird (Hon); 2. Robert Curry (Yam); 3. Mark Cauwels (Yam).
250 EX: 1. Robert Land (Yam); 2. Mike Hale (Yam); 3. Brian Yocum (Yam).
500 NOV: 1. Stan Sweaney (Yam); 2. Dan Lyyski (Yam); 3. Edward Gibbs (Yam).
500 JR: 1. Mike Bird (Hon); 2. Ramero Gonzales (Hon); 3. John Hatterson (Yam).
500 EX: 1. Mike Hale (Yam); 2. John Burnett (Yam); 3. Rodney Sullivan (Yam).
OPEN NOV: 1. Tom Sauret (Yam); 2. Rick Killian (Yam); 3. Steve Martin (Yam).
OPEN JR: 1. Chuck Evans (Yam); 2. Scott Reid (Yam); 3. Jim Reid (Yam).
OPEN EX: 1. Steve Monger (H-D); 2. Chris Cannon (Yam); 3. Scott Dinkins (Yam).

Irwin aces 49'er Enduro

By Rex McClellan

POLLOCK PINES, CA, NOV. 9

Jeff Irwin took the overall at the Polka Dots M.C.'s "new diggin's" 49'er Enduro held near Placerville. For the second consecutive event this fall, more riders showed than there were numbers available for. The A and B minutes filled early leading to the interesting situation of having top riders like Dave Bertram and Rob Sutliff (on George Hendrix's Maico) riding with the Cs. If any of the C riders realized this, they could have greatly increased their chances for trophies by shadowing these better time keepers in an event that was definitely not a race.

A light rain had fallen a few days before the event and this kept dust down in most places. However, under the trees the powder was, at times, over a foot deep and covered some basketball-sized rocks.

A hard frost led to frozen roads early in the morning and a lot of sudden crashes before riders realized how slick the ground was. Some had to return to camp to replace broken levers and other parts.

On the way to the first check was a tight, powdery section through the trees that had most riders working hard to even stay close to their minute. While this warmed them up and got some tired and bruised, it was followed by a long fireroad that resulted in more early scores than late at the first check.

This pattern was repeated numerous times during the day and led to a widely varying pace but few late scores. What led to late scores at three checks was their placement—shortly after the speed changes on the course. Due to the fact that most District 36 enduros don't provide riders with route sheets, most riders have developed a time keeping system that requires the rider to stop at each speed change to make calculations, change settings and/or write things down. If you come into a speed change 30 seconds into your minute, the time consumed stopping, starting and performing your time keeping functions can lead to a late departure. With a check just down a tight trail, there was no chance to make any time up and many riders spoke of being less than five or 10 seconds late to the next check. Except for these three checks, the others could all be zeroed. There were no long, tight sections that caught everyone at least a few minutes late.

Because of the late arrival of a person to direct traffic at one icy intersection, checks six, seven and eight were thrown out for A riders only. Check five was also adjusted one minute for everyone. That and getting lost on the way to the camping area the night before were the major problems. The course was well marked and fun, if not demanding. The Polka Dots got a lot of help from the Dirt Diggers and F Troop in putting on the event. Overall, it was a good effort in a new area. See you there next year!

Competition "Stagg-"ered at Timber Mtn. One Day

By Delbert Longbrake

JACKSONVILLE, OR, NOV. 16

Local Maico rider Joe Stagg rode to an overall victory at the first Timber Mtn. One Day Reliability Trials held near Medford, OR. Joe put together a good ride losing only seven minutes on the tight 100-mile course and then put together two consistent rides in the half-mile special test.

Forty-three riders were on hand to ride the Timber Mtn. One Day which was put on by the local club called the Motorcycle Riders Association. The major sponsor for the event was ND spark plugs who donated plugs, jackets, hats and T-shirts. Other sponsors were Moto/Tac and Kal Gard.

Portland KTM rider Glenn Wiemsz and Kirt Russell were the first riders to head out on the cool, clear morning, leaving at 8:01. Eureka, CA rider Dale Warmuth went out on minute seven and Joe Stagg departed on minute nine. The riders would not return to the start until six hours and 100 miles had gone by.

At 8:22, all the riders were supposed to be on the course, but something didn't come out right. After all the riders had left the impound, three bikes remained riderless. The question was soon answered when a car came sliding up the granite road, sideways most of the way, and came to a halt. The occupants looked like they were in a chinese fire drill as helmets, gloves and bodies flew out of the car. It turned out to be none other than the well known desert Expert Dale Damaris and his two riding companions. Seems as though the people at that "people pleasin' place," Holiday Inn, forgot the wake up call.

Once all the riders left the impound, they traveled approximately 10 miles over some fantastic granite trails which offered fabulous traction. At that point the riders came upon the first special test.

The special test consisted of four laps on a somewhat narrow half-mile closed course which wound around an open meadow. Glenn Wiemsz was the first rider to try the special test and he looked very fast. Unfortunately, Glenn miscounted and mistakingly rode five laps instead of the required four. This gave him a time of 5:39.

Joe Stagg turned in a very respectable time of 4:36 which was good enough for second fastest time in the first special test. Stagg reportedly took lessons from Pro motocrosser Larry Hooper several weeks before the event.

Fastest special test time was turned in by Joe McCormick who took his Husqvarna around the course in 4:31. Joe was one of the late riders who arrived with Damaris.

After the special test, the course started getting rougher, winding through the mountains where trees and brush crowded the trails and there was an occasional downhill thrown in to keep the riders attentive. Thirty-eight miles into the course, the riders came into check three and many of the desert type riders were heard to say, "That's just too tight," as their tongues hung out and sweat dropped from around their helmets onto their torn jerseys.

These same riders continued however, when a checker who hadn't ridden the course told them he thought things got better. What actually lay ahead were some of the harder sections of the course including a series of three waterholes, the bottom of one which has never been found, and a 1200-foot downhill which turned the riders' knuckles white and sent wind whistling past their helmets at an alarming rate of speed. And all this was supposed to be at a speed of 21 miles per hour.

11.6 miles after check three and about 50 miles into the course, the riders came into check four. At check four almost all the riders were seven to 11 minutes late and this was where all the leaders lost their time. Most riders probably would have zeroed the course if it wasn't for section four.

Twenty miles later, the riders were back at the special test area for the second time. Dale Warmuth blitzed his 250 KTM around the course in a time of 4:23 which gave him the fastest special test time of the entire event. Wiemsz took his Open class KTM to a second fastest time of 4:24, only one-tenth of a second down from Dale's time.

Joe McCormick followed suit on his 390 Husky losing only one-tenth of a second to Wiemsz's time, getting a 4:25. Stagg matched his first time exactly with another 4:36. Kirt Russell, who had been following Wiemsz all day, dropped out of the event at this time due to his very thirsty Husky.

After the special test, the riders repeated 17 miles of the course, including the slowest section of the event, a 9.4-mph average, before heading to the finish.

Joe Stagg lost the least amount of time, seven minutes, and with his consistent special test times, he placed first overall as well as first Open A. Glenn Wiemsz placed second in the Open A, getting the only silver medal of the event. First 250 A honors went to Dale Warmuth who lost 9 minutes.●

Results

OVERALL: 1. Joe Stagg (Mai).
125 A: 1. Dave Riant (KTM); 2. Alan Seymour (Hus).
200 A: 1. Jay Terry (Yam).
250 A: 1. Dale Warmuth (KTM); 2. Pete Dubaldi (SWM).
OPEN A: 1. Joe Stagg (Mai); 2. Glenn Wiemsz (KTM); 3. Gary Wilkes (Mai).
250 B: 1. Jerry Nielsen (Yam); 2. R.E. Tantare (Bul); 3. Randy Yost (Yam).
OPEN B: 1. Lorimer Bertolini (Hon); 2. Brad Coleman (Yam); 3. Stanley J. Fendrich (Yam).

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Rick Blackwell won each of his five heat races at the Houston indoor ice motocross. In the final, though, Steve Wise came through to catch and pass him.

Wise beats Blackwell in Houston ice MX

By Randy Carthel
Photo by Fred Fish

HOUSTON, TX, NOV. 15

Steve Wise took a little while to figure out what was going on in his first time racing "motocross" indoors on ice, but managed to pull off the win in the main by beating Rick Blackwell. In practice and the first moto, Wise looked pretty good. But, in the round robin system, each of the five rounds qualifies the faster riders with each other for the next round.

In round two, it was Blackwell and Steve Stackable up front followed by Tom Johnson, Ricky Glazer and Wise in last. Wise's fifth, pair of seconds and two wins qualified him fifth for the main, however. Blackwell went undefeated during the five round robin motos.

Kathy Holman was one of the 15 riders invited. Although she didn't fare too well on the ice, she did have the guts to challenge one of the guys that gave her a gentle push out of the first turn during one of her motos to a match race. In that, Kathy got the holeshot and was never challenged with the crowd cheering their approval.

The main was the most heavily contested main in the history of motocross on ice to date. Blackwell had the holeshot and looked to be the sure winner until Wise caught him, putting a move on Blackwell that made the crowd of 4200 roar. Wise went on to win followed by Blackwell, Tom Johnson, Stackable and Glazer.

Results

MAIN: 1. Steve Wise; 2. Rick Blackwell; 3. Tom Johnson; 4. Steve Stackable; 5. Ricky Glazer.

ROUND ROBIN POINTS: 1. Rick Blackwell (5); 2. Mickey Pizzatola (10); 3. (TIE) Tom Johnson/Steve Stackable/Steve Wise (11).

Rakestraw reels in cash at Marshall Creek MX

By Rebecca Sands

GRAPEVINE, TX, NOV. 9

Marshall Creek Cycle Park started their second motocross race with over 300 riders and Mark Rakestraw (Hon) raked in the top money in both the 125 and 250cc Expert classes.

The competition was stiff and in the 125cc Expert class, Rakestraw piloted his red machine to two first-place finishes. David Jones (Suz) claimed the lead position during the first part of moto one with Randy Sullivan (Hon) and Rakestraw streaking after him. Both passed Jones and Sullivan — in the lead — definitely knew he was being tailed. Rakestraw flew around to take first followed by Sullivan, Jones and Mel Newman (Mug).

The second moto, it was Rakestraw all the way! Sullivan, riding second, took a spill in a tight corner allowing Jones to pass, but managed to get going before Bob Sanford (Yam) in fourth got to the turn. The four riders stretched their lead on the pack and finished in that order.

Again in the 250cc Expert class Rakestraw led the first moto start to the finish with Kirk Spencer (Yam) applying a great deal of pressure all the way, but not quite enough to get around. Nick Cordova (Yam) dominated the third position. Craig Riddle (Kaw), to his dismay, got a back position out of the gate, but by the third lap, had already gained five positions and by the end of the moto captured fourth.

In the second moto, Rakestraw again took the lead with Mike Jones (Yam), next, Riddle pressing Jones. Next came Cordova and Dennis Hawthorne (C-A). Riddle overtook Jones who hung in there for third. Hawthorne in fifth got around Cordova and held it until the white flag lap when Cordova passed to gain fourth again.

All this time, a real battle was going on for the lead. Riddle was challenging Rakestraw, and their race was indeed a crowd pleaser. Hawthorne again put the move on Cordova to cross fourth at the checkers. And for a dramatic finish, Riddle swept around Rakestraw to claim first. ●

Results

MICRO MINI: 1. Mark Rainwater (Yam); 2. Larry Pryor (Yam); 3. Charlie Winn (Suz).

MINI JR: 1. Jerry Benner (Suz); 2. Ray Schellenberger (Yam); 3. Joe Lincoln (Yam).

MINI SR: 1. Mike Bruce, Jr. (Yam); 2. Mike Davis (Yam); 3. Larry Bench (Yam).

BEG: 1. Barry Ray (Hon); 2. Tom Tyson (Yam); 3. Gary Ogletree (Mai).

100 NOV: 1. Mike Cook (Suz); 2. Calvin Ollison (Suz); 3. David Chandler (Yam).

125 NOV DIV 1: 1. Chris Moore (Yam); 2. Jerry Burnap (Yam); 3. Mike White (Suz).

125 NOV DIV 2: 1. Eddie McDonald (Hon); 2. Mike Cook (Suz); 3. Bob Mitchell (Suz).

125 INT: 1. Larry Crenshaw (Yam); 2. Mark Lamb (Hon); 3. Ronnie Parker (Suz).

125 EX: 1. Mark Rakestraw (Hon); 2. Randy Sullivan (Hon); 3. David Jones (Suz).

250 NOV: 1. Dee Chips (Yam); 2. Tom Johnson (Yam); 3. Keith Bird (Suz).

250 INT: 1. Larry Thompson (Yam); 2. Bill Newkirk (Yam); 3. Jeff Kring (Hus).

250 EX: 1. Mark Rakestraw (CSN); 2. Craig Riddle (Kaw); 3. Mike Jones (Yam).

OPEN NOV: 1. Roger Olson (KTM); 2. Harry Bradley (Yam); 3. Kevin Sauce.

OPEN INT: 1. Brian Evans (Hon); 2. David Maclasky (Hus); 3. Dan Lackey (Yam).

OPEN EX: 1. Kirk Spencer (Yam); 2. Sean O'Brien (Yam); 3. Robbie Donnell (Bul).

OVER 30 INT: 1. Jerry Boren (Yam); 2. Craig Carlisle (C-A); 3. Lucky Nicholes (Suz).

OVER 30 EX: 1. Gary Chandler (Mai); 2. Tom Hollister (Kaw); 3. Tom Cone (KTM).

RESULTS

Marathon
Sand Hill Ranch
Brentwood, CA
Nov. 23, 1980
By Jeri Hopper

125	
Eric Jones/ Larry Snyder	Yam
Mike Walesch/ Tony Knowles	Yam
Tom Jones	Suz
250	
Mitch Lenz	
Fred Merfel	Yam
Tom Dalzeil	Yam
OPEN	
Donnie Cantaloupi	Yam
Scott Davis	Mai
Perry Donahew	Yam

Motocross
Cross-Up Raceway
Bend, OR
Nov. 9, 1980
By Suanne Light

125 PRO	
Richard Earle	LOP
250/OPEN PRO	
Clay Light	LOP
Jeff Vildamaare	Mai
125 SPORTSMAN	
Les Link	Yam
Tommy Krites	Yam
250 SPORTSMAN	
Les Link	Suz
OPEN SPORTSMAN	
Barry Frazier	Yam
Matt Kopf	Kaw
Randy Glenwood	Hus

Dirt Riders Unlimited
Desert Race
Superstition Mtn., CA
Nov. 9, 1980
By Loretta Pipkin

OPEN EX	
Marty Tripes	Yam
Craig Corda	Suz
Jim Nichols	Yam
OPEN NOV	
Ron Ryerson	Kaw
Chrissy Ostoff	Suz
Frank Greer	Yam
250 EX	
Don Mathews	Suz
Matt Hope	Yam
Ron Laffranchi	Hon
250 AM	
Tom Scrimigeour	Suz
Lance Lussenden	Yam
Gorden Clark	Hus
250 NOV	
Mike McCurry	Yam
125 EX	
Mike Tripes	Yam
125 AM	
Bill Adsit	Suz
125 NOV	
Terry Strauwald	Suz
Scott Reams	Yam
Andy Foster	Suz
VET EX	
Bob Larson	Yam
Dave Grinstien	Yam
Richie King	Suz
VET AM	
Mark Berger	Yam
Bob Reed	Yam
VET NOV	
Bob Huff	Yam
Fudpucker	Yam
Jim Richmond	Hus
SR EX	
Jack Neeley	Yam
Les Wolf	Yam
Harry Brattin	Kaw
SR AM	
Danny Drew	Yam
Gordo Parham	Yam
Gary Pendleton	Suz
SR NOV	
Jim Davis, Jr.	Yam
TEAM EVENT	
OPEN EX	
1. Craig Corda	Yam
Dale Stevenson	Yam
2. Jim Nichols	Yam
Mike Tripes	Yam
250 EX	
1. Mike Stearns	Mai
Don Mathews	Suz
2. Gorden Clark	Hus
Paul Eddy	Yam
3. Ron Laffranchi	Hon
Matt Hope	Yam
VET EX	
1. Bill Reams	Yam
Bill Carr	Yam
2. Roger Adsit	Yam
Bill Adsit	Suz
3. Bob Larson	Yam
SR EX	
1. Gordo Parham	Yam
Jack Neeley	Yam
2. Les Wolf	Yam
Harry Brattin	Kaw
3. Charles Baker	Hus
Jim Flagg	Hus
SR AM	
Danny Drew	Yam
125 NOV	
1. Terry Strauwald	Suz
Eddy Pendleton	Suz
2. Scott Reams	Yam
Andy Foster	Suz
3. Paul David	Suz
250 AM	
1. Tom Scrimigeor	Suz
Nick Frank	Suz
VET NOV	
1. Bob Huff	Yam
Jim Richmond	Hus
2. Bob Kuester	Hus
Roger Boehs	Yam
3. Fudpucker	Yam
Break Billings	Hus
SR NOV	
1. Angus McLarly	Hus
Steve Lundgren	Hus

49'er Enduro
Pollock Pines, CA
Nov. 9, 1980

200 A	
B. Zimmerman	Kaw
B. Fullmer, Jr.	Yam
T. Lytle	Suz
C. Duncan	Yam
B. Keys	Hon
250 A	
J. Irwin	Yam
R. Hinson	Yam
A. Pellegrino	Hus
T. Trumbly	Hon
E. Diz	Yam
OPEN A	
C. Glidden	KTM
D. Bertram	Hus
J. Clark	Hus
D. McCaleb	Mai
R. Carles	Hus
J. Henning	KTM
A. Cleaveland	Hus
R. Adan	KTM
R. Sutliff	Mai
Ron Goehring	Yam
OT A	
B. Hamilton	KTM
C. Morgan	Yam
J. Kramer	Hus
J. Goldberg	KTM
G. Roberts	KTM
125 B	
B. Wilcox	Yam
D. Scott	Hus
200 B	
L. Rego	Kaw
S. Siler	Hon
T. Schappert	Yam
D. Hanlon	Suz
R. Dubree	Yam
G. Knutson	Yam
D. Robinson	Hon
T. Heath	Suz
R. VanHorn	Suz
T. Jepson	Suz
250 B	
J. Lane	Hus
B. McGibbon	KTM
T. Harvey	Hon
C. Korff	Yam
B. Olson	Hus
G. Titoni	Mai
W. Hubbard	Suz
J. Shaffer	Suz
R. Webber	Yam
R. McWilliams	Hon
OPEN B	
R. Dirksen	Hus
J. Premeau	Yam
R. Arnold	Yam
J. Kusterer	Hus
S. Koch	Hus
R. McClellan	Hus
E. Johnson	Hus
D. McGraw	Yam
C. Crist	Hus
T. Rust	Hus
E. Jennsen	Hon
D. Young	Yam
L. Roth	Yam
D. Neilson	Hus
E. Tobin	C-A
R. Creighton	Mai
R. Williams	Hus
R. Tornai	Hus
B. Pearce	Hus
C. Longmire	Suz
OT B	
D. King	Yam
C. Beatie	Hon
R. Howard	Mai
W. Spratt	Mai
B. Craig	Hus
R. Kelley	Hus
D. Friesen	Yam
R. Sterbenk	Mai
F. Wilcox	Yam
D. Wright	Yam
125 C	
J. Fleming	Hod
C. Wittingslow	Hon
L. Tucker	Hon
A. Sandoval	Kaw
S. Denlis	Yam
200 C	
K. Wood	Suz
M. Stirm	Yam
C. Hathaway	Yam
S. Shoemaker	Yam
J. Craig	Kaw
J. Cave	Yam
J. White	Yam
K. Christensen	Hon
D. Bender	Kaw
K. Gonzales	Yam
250 C	
B. Voytilla	Suz
S. Power	Hus
D. Strain	Hus
R. Delight	C-A
J. Wilson	Yam
M. Wilson	Yam
S. Haymond	Bul
W. Erb	Suz
L. O'Connell	Yam
G. Atkins	Hus
OPEN C	
G. Larson	Hus
E. Gustavson	Yam
R. Gardner	Hus
D. Nichols	Yam
D. O'Connor	Yam
B. Marks	Yam
T. Sanders	Yam
J. Goble	Yam
R. Cooper	Hon
J. Harms	Hus
R. Williams	Hus
K. Gray	Yam
S. Shackelford	Hus
B. Ryan	Yam
R. Rockwell	Suz
R. Glaubert	Yam
B. Hughes	Yam
S. Dunlava	Yam
M. Jones	KTM
P. McConnell	Yam
OT C	
J. King	Hon
B. Faler	Mai
M. Prescott	Hus
D. Munson	Kaw
L. Bailey	Hon
TEAM	
B	
C. Crist/ J. Kusterer/ K. Gustafson	20
D. Wright/ B. Bulotti/ E. Jenssen	29
T. Jepson/ S. Stanton/ P. Prichard	30
C	
C. Dalziel/ J. Tonge/ T. Dalziel	91
OVERALL WINNER	
(TIE) J. Irwin/ C. Glidden/ D. Bertram	1:30

Scrambles
Sand Hill Ranch
Brentwood, CA
Nov. 28, 1980
By Jeri Hopper

50	
Obie Leff	Yam
Doug De Lay	Suz
Dustin Bloomfield	Suz
80 NOV	
Richard Davis	Yam
80 JR	
Bob Sisio	Yam
80 EX	
Curt Bissell	Kaw
VET JR	
Ray Fisher	Yam
125 NOV	
Benny Scardina	Yam
Richard Raberson	Yam
125 JR	
Allen Silhanek	Yam
250 NOV	
Paul Guthmiller	EH
George Hopper	Yam
250 JR	
Don Wilson	
OPEN NOV	
Frank Madrid	
Joe Lowbis	Yam
Bryon Henrikson	Yam
OPEN EX	
Dave Faria	Yam
John Tavis	Yam
Danny Moore	Yam

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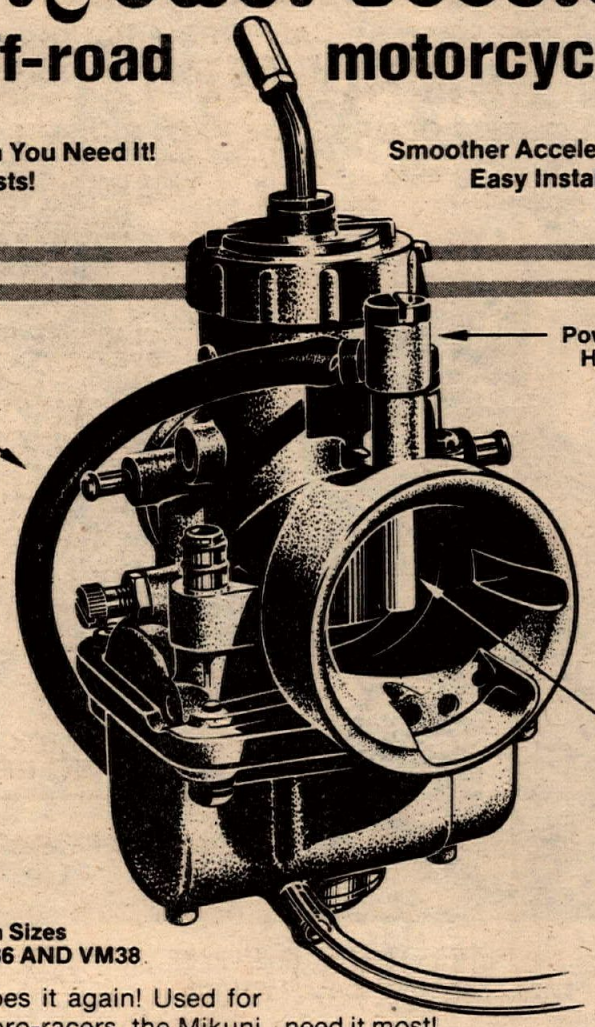

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CALENDAR

CHAMPIONSHIP EVENTS

1981 AMA/Winston Pro Series (tentative)

2/7	Houston, TX/TT
2/8	Houston, TX /ST
3/8	Daytona Beach, FL/RR
4/4	Gardena, CA/TT
4/11	Sacramento, CA/M
5/3	San Jose, CA/M
5/9	Gardena, CA/H-M
5/16	Oklahoma City, OK/ST
5/17	Oklahoma City, OK/H-M
5/30	Louisville, KY/H-M
6/1	Elkhart Lake, WI/RR
6/6	Harrington, DE/H-M
6/14	Roosevelt, NY/H-M
6/21	Loudon, NH/RR
6/26	Hinsdale, IL/TT
6/28	Columbus, OH/H-M
6/28	Braselton, GA/RR
7/4	Topeka, KS/H-M
7/11	Cedar Rapids, IA/H-M
7/19	Monterey, CA/RR
7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M
10/4	Sonoma, CA/RR

1981 AMA National Championship MX Series (tentative)

3/29	Sacramento, CA/125-250
4/5	Orange, CA/125-250
4/12	Sonoma, CA/125-250
5/3	Atlanta, GA/125-250
5/17	Southwick, MA/250-500
5/24	Mt. Morris, PA/250-500
6/7	St. Petersburg, FL/250-500
6/14	Castle Rock, CO/250-500
6/28	Binghampton, NY/125-500
7/5	Buchanan, MI/125-500
8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

1981 AMA Supercross Series (tentative)

1/31	Anaheim, CA
2/14-15	Seattle, WA
2/28	Atlanta, GA
3/7	Daytona Beach, FL
3/13-14	Houston, TX
4/25-26	Pontiac, MI
5/9	Kansas City, MO
7/11	Los Angeles, CA
10/24	San Diego, CA

1981 Trans-USA MX Series (tentative)

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	Atlanta, GA
10/11	New Berlin, NY
10/18	Sonoma, CA

1981 AMA National Enduro Schedule

Eastern Region

3/1	100 mi. Nat'l Georgia Crackers M.C. Decatur, GA 404/296-7121
3/29	150 mi. Nat'l Green County Comp. Riders Columbus, NJ 609/298-5201
4/5	100 mi. Nat'l Don Thave Factory Works Nashville, TN 615/383-4620
8/23	100 mi. Nat'l Greylock Riders M.C. Pittsfield, MA 413/443-6369

Central Region

5/31	100 mi. Nat'l Dusty Wheels M.C. Shreveport, LA 318/929-2110
6/14	100 mi. Nat'l White River Enduro Riders Allendale, MI 616/895-7715
9/13	100 mi. Nat'l IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
11/8	100 mi. Nat'l Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Western Region

2/22	150 mi. Nat'l Chaparrals M.C Placentia, CA 714/528-3007
10/25	125 mi. Nat'l Mt. Baker M.C. Bellingham, WA 206/733-1694
11/1	100 mi. Nat'l Checkpoints M.C. Whittier, CA 213/691-4186

1981 AMA Two-Day Qualifiers

3/21-22	Tulsa, OK Tulsa Trail Riders Tulsa, OK 918/586-8091
4/25-26	Ridgecrest, CA Sunland Shamrocks M.C. Sunland, CA 213/243-1101
5/2-3	McMinnville, OR Trask Mountain M.C. McMinnville, OR 503/472-3828
5/9-10	Bellingham, WA Mt. Baker M.C. Bellingham, WA 206/676-8139
5/23-24	Maplesville, AL Perry Mountain M.C. Maplesville, AL 205/366-2682
6/6-7	Livingston, TN Cross Country Ent. Gallatin, TN 615/452-7096

1981 Drag Race Schedule (tentative) NHRA/NMRA

3/12-15	NHRA Gatornatls. (Pro Stk. only) Gainesville, FL
4/25-26	NHRA Southern Natls. (Top Fuel only) Atlanta, GA
5/2-3	NMRA Southeastern Natls.,Gainesville, FL
5/23-24	NMRA Spring Natls. Epping, NH
6/13-14	NHRA Spring Natls. (Pro Stk. only) Columbus, OH
6/27-28	NMRA Midwestern Natls., Cincinnati, OH
7/18-19	NHRA Summer Natls. (Pro Stk. & Sup. Elim.) Englishtown, NJ
8/8-9	NMRA Golden State Natls., Fremont, CA
8/22-23	NMRA Longhorn Natls. Ft. Worth, TX
9/5-7	NHRA U.S. Natls. (Top Fuel & Sup. Elim.) Indianapolis, IN
10/3-4	NMRA U.S. Natls. Atco, NJ
10/17-18	NHRA Winston World Finals (Top Fuel only) Ontario, CA

Dragbike!

3/5-7	Orlando, FL
4/4-5	Commerce, GA
6/5-7	Cincinnati, OH
6/27-28	Rising Sun, MD
7/10-12	Baton Rouge, LA
8/1-2	Union Grove, WI
8/7-8	Belle Fousche, SD
9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

4/18-19	Gulfport, MS
5/16-17	Darlington, SC
6/6-7	Louisville, KY
8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

1981 SCORE Race Schedule

2/6-8	Parker 400 Parker, AZ
3/20-22	Mexicali 250 Mexicali, Baja California, Mexico
4/17-19	Barstow Barstow, CA
6/5-7	Baja Internacional Ensenada, Baja California, Mexico
8/20-23	SCORE Off Road World Championship Riverside Intl. Raceway, Riverside, CA
9/25-27	SCORE Off Road Championship Golden State Intl. Raceway, Sonoma, CA
11/3-6	Baja 1000 Ensenada to La Paz, Baja California, Mexico

1981 World Championship Road Race Series (tentative)

3/22	Buenos Aires, Argentina
4/26	Salzburgring, Austria
5/3	Hockenheim, Germany
5/10	Monza, Italy
5/17	Rijeka, Yugoslavia
5/24	Jarama, Spain
5/31	France
6/27	Assen, Holland
7/5	Belgium
7/12	Imola, Italy
8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

1981 World Championship Endurance Race Series (tentative)

4/18-19	Le Mans, France
6/14	Nurburging, Germany
6/21	Zeeltweg, Austria
7/11-12	Barcelona, Spain
7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

1981 World Championship MX Series (tentative)

125cc

3/29	Italy
4/5	Holland
4/12	Austria
4/26	West Germany
5/3	France
5/24	Yugoslavia
5/31	Poland
7/5	Switzerland
7/19	LEXINGTON, OH
8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

3/29	France
4/5	Spain
5/3	Austria
5/17	Italy
5/24	Czechoslovakia
5/31	Bulgaria
6/14	Switzerland
6/21	Hawkstone Park, England
7/5	West Germany
7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

4/5	Austria
4/26	Switzerland
5/17	Finland
5/24	Sweden
5/31	Italy
6/14	France
6/21	CARLSBAD, CA
7/5	Farleigh Castle, England
7/19	Holland
7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

4/26	Belgium
5/10	Yugoslavia
5/17	West Germany
5/24	Holland
5/31	Sweden
7/19	Beenham Park, England
7/25	Whitehead, England
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

1981 World Championship Trials Series (tentative)

2/22	Spain
3/1	Belgium
3/7	Ireland
3/15	England
5/17	France
5/24	Italy
5/31	Austria
6/14	USA
9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

2/7-8	World Ice Racing Final Inzell, West Germany
2/28	Australasian Speed-

way Final
Liverpool, Australia
5/28-30 FIM Rally
Vrnjacka Banja, Yugoslavia
6/6-12 Isle of Man TT
Isle of Man
6/21 Speedway Pairs World Final
Chorzow, Poland
7/12 Commonwealth Speedway Final
7/25 Intercontinental Speedway Final
Vojens, Denmark
7/25 Continental Speedway Final
Prague, Czechoslovakia
8/16 Speedway Team World Final
Olching, West Germany
8/22 Ulster Grand Prix
Ireland
8/23 Sidecar World Grass Track Final
Assen, Holland
9/5 Individual World Speedway Final
Wembley, England
9/6 Trophee des Nations (250cc)
Belgium
9/13 Motocross des Nations (500cc)
West Germany
9/13 Solo World Grass Track Final
Lussac, France
9/19-20 Bol d'Or Endurance Race
Paul Ricard, France
9/20 World Long Track Final
Gornja Radgona, Yugoslavia
9/27 Coupe des Nations (125cc)
Italy
10/5-10 ISDE
Isle of Elba, Italy

EVERY WEEK

Friday

CALIFORNIA

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson. 415/798-5695, 634-3328.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore. All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6 places to Am., Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

IDAHO

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction required. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, WA. 5 mi. E of I-5 on Hwy. 503. All classes, 100% Pro p.b. Entry $8.50, Pros $12.50. Home of the Gresham Toyota Pro Series. For info: Action OZ, Rt. 3, Box 379E, Gresham, OR 97030. 503/665-6707.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., prac. 8, race 9. Info 714/727-1171.

[redacted]

December 12

VOTE/ATA OUTDOOR/INDOOR TRIALS
5151 Dunsmore Ave., La Crescenta, CA. 210 Fwy. N of #2 Fwy. to Pennsylvania, N to Foothill, W to Dunsmore, N to 5151. Expert only exhibition. $1 donation to watch. 6-10 p.m. Info 213/248-4069 (Andre Plouffe).

December 13

SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. $3000 Amateur day. Gates open 7:30, 1st race 9. Info 714/495-4771, 639-5832.

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. TT & half-mile, start 7 p.m. Free parking. Info 714/735-1705.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, all new sand track. D-36 rules enforced, no rider insur. Entry $12, Ex. $15 + $4 gate (100% p.b.), watch $4. Gates open 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 (Tom Anderson).

VOTE/ATA SCHREIBER CUP OBSERVED TRIAL
Littlerock Dam, CA. I-5 to 14 to Pearblossom Hwy. to 138, Cheeseboro Rd. to dam area, follow arrows. Great for spectating. Ex./Support/Sidehacks. Starts 10 a.m. Entry $10, spectators free. Info 213/649-1700 (Howard Phelps).

SPANAWAY MOTOCROSS
Spanaway, WA. 152nd & 22nd Ave. South. All classes, new owners, revised track w/lots of sand, Petty start gate, concrete slab. 100% Pro p.b., 30% trophies, 100% Pee Wee trophies. Gates open 7:30 a.m., tech 9, prac. 9:30, race 10:15. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Kathie Swanson).

December 14

AMA SEMI-PRO MOTOCROSS
"E" St. Bridge sand track, Marysville, CA. Under Hwy. 70/Yuba River bridge, take N. Beale Rd. off ramp, over levee on Shad Rd., S end of bridge. All classes, rain or shine, Prog. Pro pts., bonus trophies, free MX hats, Parts-in-the-Pits, med. ins., sheltered pits. No pit riding, riding day before race. Gates open 6:30 a.m., prac. 8, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088 (Charlie Sexton).

CMC FOUR-STROKE TT SCRAMBLES
Saddleback Park, Orange, CA. Hooligan race for vintage bikes; course will be completely graded. Mini-Open Pro. p.b. to Sidecar/500 Pro/Open Pro. Entry $10 mail ($1 off 2nd entry), $15 post. 30% trophies. Gates open 7:30 a.m., prac. 8, race 9:30. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DRAN EUROPEAN SCRAMBLES
Reno, NV. 25 mi. NE of town on State Rt. 33 Pyramid Lake Hwy., limed from town. All classes except PP & Mini. 30% trophies, prac. prior to race. Entry $15, watch $1. Info 702/972-6773 (Ed Curran).

CMC MOTOCROSS
Lemoore Naval Air Station, Lemoore, CA. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $8, Pros $15, gate $3. Info 209/998-7400 (Bob Warden).

LIGHTWEIGHTS SEMI-PRO ST & SPEEDWAY
Saddleback Park, Orange, CA. Chapman Ave. E from Newport (55) Fwy., S on Santiago Canyon Rd. Trophies for Nov./Am./Ex., 70% Pro p.b. Special classes: Beg., Srs., Hacks, Speedway & Pro. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6, entry $8, Semi-pro $15, watch $3. Lightweights M.C. Info 213/317-7356, 495-4771.

AMA SEMI-PRO HALF-MILE
Porterville Airport, Porterville, CA. 100% Pro p.b., 30% brass. Gates open 8 a.m., prac. 10, race noon. Info 209/784-8335 (Jess Land).

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adelanto on Hwy. 395. All classes welcome. AMA Prog. Pro & D-37 MX pts. Free O/N camping. Entry $15 Pro, $9 Sptsmn. Purse 80% up to $1200. No memb. req. Nick Brajevich 714/245-7339.

NMA SANTA CLAUS GRAN PRIX
Indian Dunes, Valencia, CA. Mini & motorcycles on Intl. course. 20% trophies, 100% finisher trophies, no memb. req. Info 213/868-8112.

INVADERS SAUCER RUN HARE & HOUND
Soggy Dry Lake, CA. Limed from Y Cafe. All classes, 90 mi., 9 a.m. start. Entry $15. Info 714/898-0749 (Lynn).

ZAP OPEN MOTOCROSS PRACTICE
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. All welcome, prepared track. Entry $5, watch $1. Open 10-5. Info 415/355-4760.

MRA MEDFORD MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. Mini-OT, 100% Pro p.b. (no lic. req.), good concessions w/friendly service. Gates open 8 a.m., prac. 9, race 10. Entry $6, Pros $10, watch $3. Info 503/779-6099.

11TH ANNUAL EL TRIAL DE ESPANA
Saddleback Park, Orange, CA. All classes + sidecar, trailbike, press. Exhibition sections, good spectator access. Trials bike & door prizes to be raffled. Start 9:30 a.m. American Trials Assn. Info 714/558-1584.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

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Riders must Qualify to Enter.
(One race does it!)
QUALIFIER SCHEDULE
NOV 16 1980 INDIAN DUNES
23 EDWARDS AIR FORCE BASE
30 INDIAN DUNES
DEC 7 INDIAN DUNES (GRAND PRIX)
14 SADDLEBACK
21 CARLSBAD
28 SADDLEBACK
JAN 4 1981 INDIAN DUNES
11 SADDLEBACK
THIS WEEK'QUALIFIER
DECEMBER 14
SADDLEBACK
CRC MEMBERSHIP REQUIRED
CLASSES FOR EVERYONE
60cc VETS (+30)
80cc BEGINNERS
100cc NOVICES
125cc INTERMEDIATES
250cc EXPERTS/PROs
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The number of riders that qualify at each race will be announced at the riders meeting.
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SUPERCROSS KICK-OFF '81
PRO RACE JAN. 31 ANAHEIM STADIUM

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SADDLEBACK PARK
SADDLEBACK SATURDAY
$3000 AMATEUR PRIZES
KTM-WEST MXA PJ-1 SCAR O'NEAL JT SCOTT USA
ANAHEIM SUZUKI FAIRWAY YAMAHA PRO-GAS WHITE BROS.
WHEELSMITH NIPPONDENSO MERYL'S PRO WHEEL
Gate Opens 7:30 • Sprtsmen $10.00 • Info 714-495-4771
First Race 9:00 Pros $15.00 714-639-5832
saddleback park

CRC MOTOCROSS RACE SCHEDULE
Dec. 14 — Saddleback
Anaheim Qualifier
Dec. 21 — Carlsbad
Anaheim Qualifier
Dec. 21—Indian Dunes
1981 CRC Memberships Available
CRC Membership Required
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Jan. 11 — Sled Rider Hare & Hound
Jan. 11 — Sunrise MX
Jan.18—DeAnza MX
Jan. 18—UEA Enduro
Jan.18—Lightweights TT

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SSM—MX — Every Saturday
saddleback park

NMA 6TH ANNUAL
SANTA CLAUS GRAN PRIX
SUNDAY DEC. 14 1980
AT INDIAN DUNES
3 MILE COURSE
4 FOOT TALL 1ST PL. SANTA TROPHIES
100% SANTA CLAUS FINISHER TROPHIES
BEL-RAY TOTAL PERFORMANCE LUBRICANTS
BEL-RAY CAPS TO ALL 1ST PL.
20% TROPHIES TO ALL CLASSES
NO MEMBERSHIP REQUIRED
NO AGE LIMIT ON MOTORCYCLE CLASSES
SCHEDULE:
8:00 A.M. 100-125 STK. 40 MIN.
9:00 A.M. JR. CYCLE STK. 30 MIN.
9:30 A.M. 0-83 STK. INT.-EXP. 40 MIN.
10:30 A.M. 0-83 STK. BEG.-NOV. 40 MIN.
11:30 A.M. MOPEDS
12:30 P.M. JR. CYCLE MOD. 30 MIN.
1:00 P.M. 100-125-250 MOD. 40 MIN.
2:00 P.M. PEE WEES 30 MIN.
2:30 P.M. 0-83 MOD. BEG-NOV. 40 MIN.
3:30 P.M. 0-83 MOD. INT.-EXP. 40 MIN.
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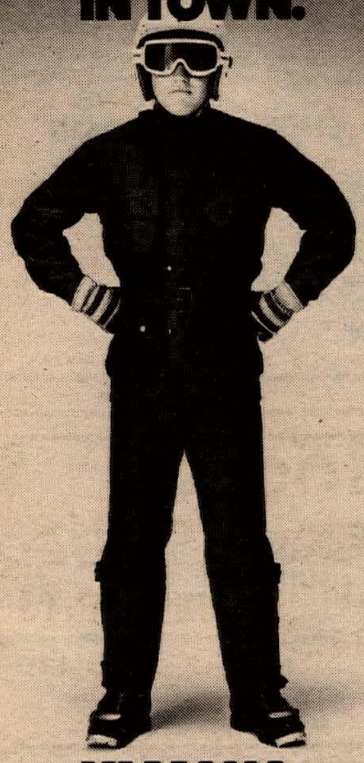

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100 MILE MINESHAFT HARE SCRAMBLES
Ocotillo Wells ORV Park, CA. On Hwy. 78 E of Anza Borrego Desert State Park. Last chance for 1980 D-38 pts., proof of classification & valid D-38 card req. for pts. 20% trophies, finisher pins, Los Explorados, restrooms, free beer to finishers. Open course, Minis race on separate course @ 1:30. 125-Open, Nov.-Ex. + Vet & Sr. Entry $12, Minis $5. Sign up 7:30-9:30 a.m., riders mtg. 9:30, start 10, trophy presentation 2. Info 714/427-5759 (Fud's answering device).

D-36 COWPUNCHER HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. Limed/arrowed from S side of town. No Mini or PP classes, working spark arrestor req., 650 rider limit, free camping Sat. All Am./Ex. sign up 7-9:30 a.m., race 10; all Nov. sign up 10-12, race 1:30. Entry $15, $3 discount to D-36 club memb. (must show card). D-36 cross country & AMA card req. Watch $1. 2 + 2 Racing Team, Inc., PO Box 2321, Dublin, CA 94566. Info 415/846-4710.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $13. AME lic. req. 30% brass, p.b. to Pros. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

GRAPEVINE MOTOCROSS
Grapevine, TX. 5 mi. W of town, corner of Hwy. 114 & Marshall Creek Rd. All classes; Mini & Nov. race in a.m., Int. & Ex. in p.m. Sandy loam track. Info 817/430-8213 (track), 214/270-4037 (Mr. Hickey).

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

D-36 WINTER SERIES MOTOCROSS
Golden State Raceway, Sonoma, CA. At Hwys. 37 & 121. All classes inc. PP, OT/Vet.; Blue Plate pts. Gates open 6 a.m., prac. 7:15, race 9. Entry $9, Ex. $14 (p.b. 100% of $15), gate/watch $4. No pit racing. Info 707/938-8448.

WASHINGTON AMA MOTOCROSS
Jolly Rogers Raceway, Kent, WA. I-5 to Exit 152 (Orillia Rd.), dnhl. to 42nd, turn rt., rt. on 216th, left on 40th. All classes inc. OTH/OT/4-stroke. 33% trophies, 100% Pro p.b. 15-20 min. Am. motos, nat. terrain, uphill banzai start, Supercross start gate. Entry $5, Pros $10, watch $3. Gates open 7:30 a.m., prac. 9, race 10. Seattle M.C. Info 206/244-8874 (Doug Eyers).

December 19

NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. No card req. Gates open 4 p.m., 0-200 sign in to 6:30, race 7-8; 250 sign in 6:30-7:30, race 8-9; Open sign in 7:30-8:30, race 9-10. Info 415/798-5695, 634-3328 (Tom Anderson.

December 20-21

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

December 20

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, all new sand track. D-36 rules enforced, no rider insur. Entry $12, Ex. $15 + $4 gate (100% p.b.), watch $4. Gates open 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 (Tom Anderson).

LONE STAR PIT BIKE MOTOCROSS SERIES
Will Rogers Memorial Center, Ft. Worth, TX. Exit University Dr. N off I-30 to Crestline (1st red light). Ten classes, Micro Mini Auto-Ex. $, 2 & 4-stroke. Prac. 7 p.m., race 8:30. Entry $6. Info 817/498-7304 (Royal W. Sherbet).

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ550s & leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

INDOOR WINTER SHORT TRACK
Southwest Washington Fairgrounds, Centralia, WA. Am & Semi-pro classes. Entry $8, Semi-pro $12, watch $4. Sign up 6 p.m., race 7:30. Miracle Mile Promotions. Info 206/736-0113, 8423.

December 21

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, plenty of trophies, all trophy winners get free ride @ next race, 100% p.b. to Semi-pro. Entry $12, Semi-pro $15 + $3 park fee, watch $4, 6-12 $1. Argyll Promotions. Info 916/678-3592.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes, 2 motos. Cash p.b. to Pros, 30% brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9. Memb. req. Info 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

CMC MOTOCROSS
Porterville, CA. Gates open 7 a.m., prac. 8:30, race 9:30. Entry $10, Pros $12, gate $4. Info 209/784-8335 (Jess Land).

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

MRAN EUROPEAN SCRAMBLES
Beer Bottle Pass, Limed from Jean, NV on I-15 approx. 22 mi. S of Las Vegas. Last MRAN points race of '80, 1 hr. race on trick Chargers West course, prepare for "Beer bottle neck," camp out, porta-johns, pit racers to Jean Prison. All classes, mini to Vet, 25% trophies, entry $10. Sign up 7 a.m., riders mtg. 8:30, big bikes start 9, minis 9:30. Chargers West M.C. 702/648-3237.

December 22-23

RUSS DARNELL MOTOCROSS SCHOOL
Saddleback Park, Orange, CA. Limited entry, $50. Gift certificates also avail. Call for reservations. 213/767-1854, 714/980-3212.

RUSS DARNELL MOTOCROSS SCHOOL
Indian Dunes, Valencia, CA. Limited entry, $50. Gift certificates also avail. Call for reservations. 213/767-1854, 714/980-3212.

December 27

LONE STAR PIT BIKE MOTOCROSS SERIES
Will Rogers Memorial Center, Ft. Worth, TX. Exit University Dr. N off I-30 to Crestline (1st red light). Ten classes, Micro Mini Auto-Ex. $, 2 & 4-stroke. Prac. 7 p.m., race 8:30. Entry $6. Info 817/498-7304 (Royal W. Sherbet).

December 28

AMA SEMI-PRO MOTOCROSS
"E" St. Bridge sand track, Marysville, CA. Under Hwy. 70/Yuba River bridge, take N. Beale Rd. Off ramp, over levee on Shad Rd., S end of bridge. All classes, rain or shine, Prog. Pro pts., bonus trophies, Parts-in-the-Pits, med. ins., sheltered pits. No pit riding, riding day before race. Gates open 6:30 a.m., prac. 8, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088 (Charlie Sexton).

CMC MOTOCROSS
Huron, CA. Entry $10, Pros $15, gate $4. Info 209/935-0377, 935-0485.

LODI MARATHON
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. Mini-Open, no rider insurance. Minis race 1 hr., other classes 1½ hr. Gates open 7 a.m., sign up 7:30/8:30/9:30, race 8:30/9:45/11:30/1:15. Entry $10, watch $1. Info 209/368-7182, 931-3722.

GRAPEVINE MOTOCROSS
Grapevine, Tx. 5 mi. W of town, corner of Hwy. 114 & Marshall Creek Rd. All classes; Mini & Nov. race in a.m., Int. & Ex. in p.m. Sandy loam track. Info 817/430-8213 (track), 214/270-4037 (Mr. Hickey).

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex., approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only $9. AME lic. req. Gates open 7 a.m., prac. 8, race 9. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

January 1

NEW YEAR'S DAY HANGOVER MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 125/250/Open, no cards req. 1½ or 2-hr. on bike, 1 or 2 riders. Gates open 7 a.m., sign up 8-9, race 10. Entry $12, watch $4. Info 415/796-5690, 634-3328.

January 3-4

DG GOLDEN STATE SERIES MOTOCROSS
Saddleback Park, Orange, CA. All Sptsmn. classes Sat., Pros Sun. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

January 3

D-37/UEA TUFF E'NUFF ENDURO
Randsburg, CA. AMA Regional, D-37 pts. 2 loops 90 mi., C riders 2 loops on special course. All AMA classes for pts. Sat. night trophy presentations. Entry $16 mail, $20 post, add $1.50 ea. for 3-man teams. Drawing 12/17 @ Mishima's Restaurant, 1815 S. Western Ave., Torrance, CA (1 blk. N of 405 fwy.). Mail entries & 2 SASE to: UEA, 12728 Caravel, Cerritos, CA 90701. 213/865-6412 (7:30-9 a.m., 5-8 p.m.).

UEA SILVER DOLLAR ENDURO
Randsburg, CA. New terrain, 2 loops (70 family mi.), 20% trophies, finisher pins. New Year's Eve campfire & party. All classes. Entry $15 mail, $17 post, $10 one loop (Minis, Women B), 2 & 3-man teams add $1.50 ea. No memb. req., mail entries close 12/22. Mail 2 SASE to: UEA, 5416 Hersholt, Lakewood, CA 90712. Info 213/920-3752, 865-6412 (7:30-9 a.m., 5-6 p.m.).

LONE STAR PIT BIKE MOTOCROSS SERIES
Will Rogers Memorial Center, Ft. Worth, TX. Exit University Dr. N off I-30 to Crestline (1st red light). Ten classes, Micro Mini Auto-Ex. $, 2 & 4-stroke. Prac. 7 p.m., race 8:30. Entry $6. Info 817/498-7304 (Royal W. Sherbet).

INDOOR WINTER SHORT TRACK
Southwest Washington Fairgrounds, Centralia, WA. Am. & Semi-pro classes. Entry $8, Semi-pro $12, watch $4. Sign up 6 p.m., race 7:30. Miracle Mile Promotions. Info 206/736-0113, 8423.

January 4

PATHFINDERS M.C. HAIR-SCRAMBLE
Avenol, CA. Approx. 3 mi. N of town, limed from I-5. All classes inc. PP, Vets, 3-wheelers. 100% Pro p.b., 30% trophies. No prac., race 10 a.m. Entry $15 mail, $18 post, $35 Pros. Info 209/864-3168 (Tom Stidham).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Indian Dunes, Valencia. I-5 to H-126. All classes, 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

January 10

OREGON INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. W of town on Hwy #34 to 53rd St., rt. to frgrds., main arena. Mini Beg.-Open Pro, season high points award. Knobbies allowed below 200cc. Entry $5, Pros $10 (75% p.b.), pit pass $4, watch $3. Sign up 6, prac. 7, race 8. Willamette Valley Cycle Club. Info 503/753-0942 (Gary Baney).

ANAHEIM QUALIFIER

Road Runs

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

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Honda XR & XL 250/500 '78-'80	9.5"
Kawasaki KX 80 '80	8.75"
Kawasaki KX 125/250/420 '80	12.5"
Kawasaki KDX 175 '80	10.25"
Kawasaki KDX 250/400 '80	10.5"
Kawasaki KLX 250 '79-'80	10.25"
Suzuki PE 175/250/400 '80	11.0"
Suzuki RM 80 '80	8.5"
Suzuki RM 125/250/400 '79-'80	12.0"
Suzuki RS 175/250 '80	10.5"
Yamaha IT 125 '80	8.6"
Yamaha IT 175 '80	10.9"
Yamaha IT 250/425 '80	11.0"
Yamaha TT 250 '80	10.5"
Yamaha TT 500 '79-'80	9.25"
Yamaha XT 250 '80	9.0"
Yamaha YZ 80 '80	8.75"
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Yamaha YZ 100 '80	8.0"
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WANT ADS

Help Wanted

Suzuki/Yamaha Serv. Mgr./Mech.
Need skilled technician, efficient, conscientious, year round work. South Western Wyoming, 30,000 population, excellent biking, hunting, fishing & skiing. SAVALAS SPORTS CENTER, Box 1361, Rock Springs, WY 82901. (307) 362-5531. (49/TFN)

Designer Trainee
Kerker seeks trainee for proto-type exhaust system work. Must have knowledge and experience with combination welding, metal fabrication, lathe & mills. Experience with motorcycles & proto-typing a plus. Excellent opportunity to advance. Good benefits. Apply to Cleve Adams. Kerker, 7900 Deering, Canoga Park, CA 91304, (213) 999-3060. (49/TFN)

Rocky Sales Reps Wanted!
For the following areas; MO, PA & FL. Send resume, experienced salesperson or call Bob Boucke, Rocky Cycle Co., 1250 Elko Dr., Sunnyvale, CA 94086 (408) 734-3750 ext. 13. (49/1)

Service Manager Wanted
Honda Yamaha motorcycle-snowmobile dealership in Northern NM area. Salary open and benefits available. Apply only if willing to work and settle down in this area. Call (505) 758-3088 or send resume to Taos Cycle Works, PO Box PPP, Taos, NM 87571. (49/2)

Maico Parts
Maico's West Coast distributor has an entry level position for one parts person. Good working conditions. 5-day week. Call Pat (213) 843-5515. (49/50)

Honda Sales Rep.
Orange Countys' newest and fastest growing Honda dealership is in need of another sales person to keep up with increasing demand. If you are proud of yourself, your ability, and your record, and would enjoy teaming up with a top notch dealership send a brief summary of your experience to, Cycle News Dept. HSR, PO Box 498, Long Beach, CA 9080. and expect a phone call soon. (49/TFN)

We need an experienced mech!
Must have own tools. Five years previous experience! Salary according to experience. YAMHILL YAMAHA, 245 North, 99 West, McMinnville, OR 97128. (503) 472-2667. (47/TFN)

Help Wanted
Honda cycle dealership in Miami doing one million plus in sales. Needs service, sales, parts and management personnel to staff new store. If you are willing to work and looking for a better future write to: John Hamer, P.O. Box 560102, Miami, FL 33156. For application. (46/51)

Technical Service Rep.
Motorcycle manufacturer/distributor looking for technical service representative for Colorado, Nebraska & Kansas area. Two years college in business management preferred. Minimum 4 years technical knowledge at dealership level desired. Excellent salary & company benefits. CYCLE NEWS, Dept. WR, P.O. Box 498, Long Beach, CA 90801. (47/50)

Sales Rep Wanted
Growing performance company looking for a sales rep now calling on dealers. Open territory, good commission. Call KUSTOM KRAFT, (312) 679-4343. (46/1)

Partsman wanted
We have an opening for an experienced Yamaha parts man. Excellent pay, medical and dental benefits for right person. Contact Len at T & O YAMAHA (213) 534-2311. (38/TFN)

Honda Mechanic Wanted
Must be experienced with own tools. 50-50 commission on pay. CALIFORNIA HONDA, (213) 272-3559 — Ask for Bill. (43/TFN)

MOTORCYCLE MECHANIC!
And service writer combination. Must be experienced. Call Ed — Service Manager, Honda in El Cajon (714) 442-0941. (48/TFN)

Technical Writer/Illustrator
An entry level or experienced position for a talented person is now open at S & W ENGINEERED PRODUCTS. The successful applicant will have demonstrated skill in technical writing and illustrating suitable for use in preparing instructions. A wide variety of product lines and a 4 day work week are just some of the benefits at S & W. Interested applicants should call Luke Sayer at (714) 995-7726, Monday through Thursday from 7:00 am to 5:30 pm. (49/50)

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Service Manager & Mechanics Partsman & Salesman
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

AMERICAN MOTORCYCLE SCHOOLS of Santa Fe Springs, CA has an expansion program and is seeking qualified instructors to teach motorcycle mechanics, good starting salary & fringe benefits. For a personal interview call Dick Lytell in Calif. (213) 944-0121, out of state (1-800) 423-4678. We are an equal opportunity employer. (49/50)

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Yamaha Service
SW Louisiana Yamaha dealer needs experienced service manager, mechanic and parts man/manager. Paid holidays, vacation and health insurance. Contact UNIVERSAL WHEELS, 914 Post Oak Rd., Sulphur, LA 70663. (318) 625-7171. (48/49)

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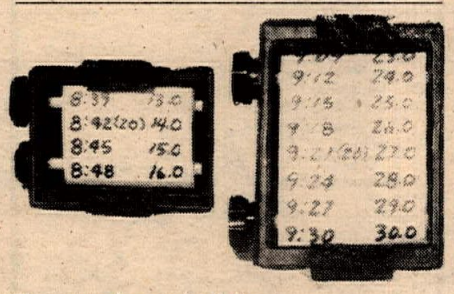
Xlnt. condition, completely stock, $1200.00 O.B.O. (213) 964-1759. (49/50)



Route sheet holder
Small, $18.95. Large, $19.95. Dealer inquiries invited. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (49)

'80 390 OR Husky
Adult owned, all stock, immaculate condition. After 6 p.m. $1,550/offer. (714) 627-4125. (49)

Get Ready For 1981 Season
Order Yamaha racing parts. Aluminum muffler replacements, Lectron carbs, new Accel ignition system for TZs. For more information call TTFN DISTRIBUTORS, (618) 544-8353 days or (618) 544-8358 evenings. (48/50)

465YZ Yamaha
Xlnt. condition, $1600.00, must sell. (805) 758-5837. (48/1)

Roadracing Calendar
More than a dozen super glossy photos. Top quality! Send $7.00 post paid to: CLUB RACERS '81, 587 Dimm St., Richmond, CA 94805. (47/ 1)

1100 Blown Yamaha
Top fuel dragster for sale; complete turn key set up; with miscellaneous spare parts; spare cases and pistons. Serious inquiries only, call, (803) 229-2111 anytime. (48/49)

'79 250 Maico
Only 7 races, Old Timer's bike. LIKE NEW. $900.00. (213) 365-4945. (49)

★ METRIC ★
Nuts — Bolts — washers, including self locking nuts. Have your own assortment. 155 pieces ONLY $23.95 & 6% sales tax. Add $1.50 postage & handling. Order now FREE wire ties. Remit to: Larry Payne, 2712 Prospect, La Crescenta, CA 91214. (49/3)

Yoshimura Kawasaki Superbike
All Yoshimura motor, CR carbs/trans, ARD magneto, gold D.I.D rims. Spare top end, mags, ignition, fairing, frame, brakes. Clean, fast, ready, $5,000. Jeff, (518) 623-2995. (46/49)

Manx Norton front wheel
21s, & alloy petrol tank. Will trade for G-50, G-45, 7R parts. Rob Iannucci (212) 596-0504. (49/50)

X-75 Hurricane Triumph
Have 3 — must sell, moving & need money. Also parts. T. Hinze (416) 449-3044 or before 2/15/81 (416) 429-6436. (49/1)

'80 HONDA CR80, stock never raced, exc. condition, $600.00. (213) 887-8376 days, (213) 781-2760 nights. (48/49)

WANTED — H.D. XR750 — Desire to work out trade with 1973 Volkswagen 7 passenger bus, rebuilt motor, brakes, etc. 60,000 miles, good tires, no rust, very good condition. (602) 394-2023. (48/49)

LIKE NEW '80 XR 750. Only raced a couple of times. Call (714) 242-4914. (48/49)

1979 Suzuki RM80
DG swingarm, Curnutt shocks, excellent condition, $525.00. (213) 285-5062. (49/50)

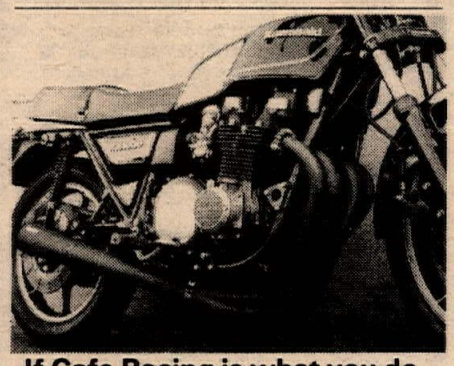
Z1R 1327cc Blown N20 Inj.
Wayne Davis, Magnuson, Forgetrue, Martek, Kerker, Barnett, Lockhart, Avon, nothing but the best. Black & gold, $5500 or trade. (714) 827-8723 Jim. (49)

Quality Chrome Plating
Reasonable prices — fast service. Hard to do pieces and aluminum our specialty. All work guaranteed. GENERAL PLATING CO., 951 W. Vernon, Los Angeles, CA 90037. (213) 234-9202. (49/50)

'79 SUZUKI RM250, excellent, ridden 10 times, $800.00. Leave message (213) 992-5245. (49)

Rickman Kawasaki xlnt. cond.
'73 Z-1 engine, many extras, 26,000 miles, must sell, $1700 O.B.O. Possible trade??? Call (714) 629-2132 ask for John or (714) 829-8382 eves. (49)

'79 Jet-Ski & '79 Husky 390 CR
Jet Ski — 475cc, ported, full pads, xlnt. cond. — must sell — $1,700.00. Husky — Ashe pipe — good tires, xlnt. cond. — must sell, $1400.00. Both items ridden very little — please come and see for yourself. (714) 771-4321. (49)



If Cafe Racing is what you do, This Bub's For You!
Increase power (dyno tested rear wheel H.P. for Suz. GS1100 — stock :63, Bub with baffle :76, Bub without baffle :78). Superior cornering clearance. Available for Hon. 750, CBX; Suz. GS 750, 1000, 1100; Kaw. KZ 550, 650, 750, 900, 1000 and other makes and models. Black $185.00 — chrome $195.00 (except CBX or Superbike race pipes). To order or get info, call collect: CAMPBELL MOTORCYCLE ACCESSORIES at (408) 377-4570 or write us at 3974 S. Bascom Ave., San Jose, Cal. 95124. (48/50)

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1971 BSA Lightning, under 10,000 miles, good condition, currently riding. All original, one owner. Best offer over $1,500. Rt. 4, Peterson Rd., Mansfield, OH 44903. (49)

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National ½ mile winning YZ80. Viper frame, Ceriani forks, right hand shift, lots of extras. Phone Mike Graybeal, (309) 662-3409. (49)

SCOTT BOOTS, $165
Special year end savings. Only $165.00 for boots, (R/Blu), with liners. LAWLESS HUSQVARNA, 620 4th St. N.W., Brewster, WA 98812. (509) 689-2319. (48/49)

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Full or part time job laying out enduro courses. Call CRC (714) 689-6114. (41/TFN)

We quit you gain
1980 — YZ125G (new), IT 125G, IT 425G, Comet 3 rail trailer, all extras, boys and men's boots and riding gear, no junk. (714) 963-2518. (48/49)

'79 Maico 250 Magnum clean, $785
Dependable — with Wheelsmith components. Buchanan wheels, new sprockets, Metzeler, xtras. (213) 966-1393. (49/50)

1980 CR250 Husqvarna
Ash pipe, Boyesen Reeds, O'Neal silencer, So Cal jetted, set-up and ridden for break-in only, never raced. Bought new in June '80. $1450. Evenings, after 6 p.m. (213) 657-5483. (49)

RD400F DAYTONA SPECIAL, K81Rs, Moto-Fox Shox, spare tires and parts. 1963 Tohatsu 50cc. RD350 4.5-gallon gas tank, seat, fairing. Consider trades. (714) 775-1838. (48/49)

HUSQVARNA CHAIN TENSIONER ROLLER
Replaces stock roller on 1979 & 1980 Huskys, sealed bearings, larger bolt, guaranteed satisfaction or your money back. Send $13.50 to EUROPEAN PRO PRODUCTS, P.O. Box 77626, Escondido, CA 92025. (48/50)

1980 Kawasaki KX80
Xmas Special, perfect condition, mini motocrosser. $500.00. (714) 894-5826. (49)

RM 125 SUZUKI, ported. Jackie (714) 988-9749. (49)

'80 Suzuki RM125T
Must sell! Moving — xlnt. condition, ported, Luft reservoirs, Metzelers front and rear, gold rims, xtra cylinder and many other parts. $850. (714) 645-3766. (49)

Ducati SS
Ride me to or in Daytona. '78 900 SS mint, race kit, picture available — $3695.00. (805) 834-9954. (49/50)

Parilla engine wanted
Running or for parts. Call collect (714) 821-4202. (49)

1978 YAMAHA YZ125, like new, play bike, big tank, $550. (213) 542-5070. (49/50)

1978 Yamaha YZ400E
Excellent condition, ridden very little, 11½ travel front & rear, Metzeler tires, also M.S. desert tank & skid plate. Must sell, new 250 coming, $850. Evenings (213) 839-8919. (49/1)

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Excellent condition, $350. (714) 737-2051. (49)

HONDA '79 XR500, xtras, $1000. Glendale area (213) 247-5478. (49)

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Three Weslakes — one new. Many spare parts and accessories. (714) 645-6244. (49)

1980 YZ 125G, used very little, not ridden since August, $795. Work (213) 598-9797, home (213) 596-0886. (49)

Peter Starr's very fast
and exotic 650 Honda. Complete Powroll engine with dyno figures, extra set of carbs, C&J modified frame, gold Lester wheels, alloy discs, Ceriani fork mods, Work Performance shocks, Dunlop K91MK II's, other mods too numerous to list. Super handling, fast canyon racer. Will consider trade plus cash for a Dodge Maxi Van. Call (213) 467-6300. (49/50)

New 1980 Husky CLEARANCE!
$50.00 over cost. 250 and 390 ORs and CRs in stock. 1981s also available. Free porting with each new bike and Ohlin shock service. COMPETITION CYCLES, 129 Los Molinos, San Clemente, CA 92672. Open Mon.-Sat. (714) 492-2270. (49/2)

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Excellent condition, only ridden twice — never raced! Extra clean. Make offer. Call after 5:00 p.m. (213) 377-8179 or (213) 541-0749. (49/50)

'79 XS1100 Special
6,500 miles, $2700.00 like new condition. Ask for Jim, Work (213) 834-1186, home (213) 830-2541. (49/2)

4 to 1 Kirker for Z1R or Ltd.
Brand new, never used, chrome. $150.00 or offer. (714) 548-4120. (49/1)

1980 Suzuki RM400T
Excellent condition, used sparingly as desert play bike. Never raced or dropped. $1300.00. Home (213) 397-6583, work (213) 397-9758. (49/1)

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2 — 1980 Italjet 50cc Pee Wees, 10 inch wheels, excellent condition. (213) 361-1766. (49/50)

** Scott Boots $159.95 **
Christmas special includes liners, blk/yel., re/blue, cash price. CYPRESS CYCLE, 4961 Orange Ave., Cypress, CA. (213) 860-6327 or (714) 827-8723. (49/1)

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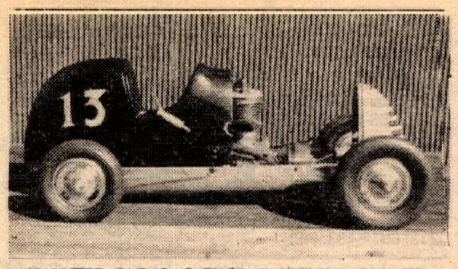
That's all this Pro equipped Boss framed 750 Yamaha needs to be competitive. Ready for Houston. Call Mike (303) 761-2471 or (303) 759-5174. (48/2)

Airplane Sale
Need to move extra bikes to buy airplane. 2 1979 Triumph Bonnevilles 750cc, extras, both less than 1,500 mi. better then new. 1977 KTM 400, 6 speed, Curnutt plus extras, 1978 250 Can Am, rode 3 times (714) 793-8855. (49/50)

TZ 250 E Perfect condition, Morris mags, Branton crank, Bores CA2BS. Some spares, $3,200. OBO (714) 642-2063 days, (714) 545-7532 night. (49/50)

VOLVO 4 Cyl., O/D, 22+ MPG
1971 142E, stereo, many extras, $1850. See in Redondo Beach. (213) 540-7940 6-10 p.m. and weekends only. (41/TFN)



WANTED OLD GAS ENGINE miniature model race cars, parts, and engines. Very high prices paid. Walt Petersen, 5010 Canyon Dr., Reno, NV 89509. (702) 747-4864. (49/1)

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Excellent condition, ridden very little. Gunnar gasser, Andre bars, front sun rim, new gas tank & pipe, Dehandlers rear sprocket. Never raced must sell. Days (213) 826-2288, Eves. (213) 450-2937. (49)

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Stock. Just like brand new. $800. (714) 495-4893. (49)

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Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Order's shipped UPS same day. FOX TRAIL MOTORS, Algonquin, IL 60102. (312) 658-5284. (50/1980)

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Want home pay T.V. but don't like paying monthly for it. Not to mention deposits and installation fees. Call me — For a quality T.V. tuner component to dial in these frequencies. Works on any cable. It's guaranteed, you own it — takes 5 minutes to install, $125. (213) 379-9986. (49/50)

YZ 465G
5 rides, bought new 9/80, super condition, $300.00 and $67.17 a month or $1500.00 cash. Can see at Indian Dunes on Sundays. (213) 894-7876. (49)

'78 GS750E Suzuki
5,000 miles, extra clean, header, K&N's, grab ons, small mirrors, mag wheels, dual disc brakes, all extra jets, stock filter, pipes, & air cleaner. $1600.00. (714) 875-2698. (49/50)

Two new 1980 Uni-Trak KX 250s
(1) Purchased new 11-1-80, only a little over a month old, absolutely showroom condition; you can steal it, I'm broke, $950.00. (2) Only 4 months old, purchased new 7-15-80, left completely stock, very little riding time, perfect condition, $850.00. Why spend twice as much at the dealer, when mine are new at ½ the cost — just take your pick. Call Brad (714) 547-5982 or (714) 548-9514. (49/1)

Roadracing Sidecar
750 Suzuki water-pumper. Ron Grant cylinder, extra cylinder, pistons. Reliable outfit, $2000 or best. Sacramento area. Ask for Chuck after 6 p.m. (916) 363-6168. (49)

Suzuki & Parts sell/trade
Stock GS1000, $2500, complete bike in parts for sale. Want GS1100 motor & swingarm or complete bike. (415) 459-5986. (48/49)

SUZUKI GS1000 engine, stock, 4000 miles, out of wreck. Suzuki dealer guarantees same. $750. (713) 632-5630, 9-5:30. (48/49)

18 ft. Smuggler Trailer
Fully self-contained with shower, toilet, heater, refrigerator. Sleeps 6, carries 5 motorcycles, $2800. (714) 521-4873. (47/49)

'78 250 Yamaha ST
Knight framed, extras parts — best offer. (415) 783-5156. (48/49)

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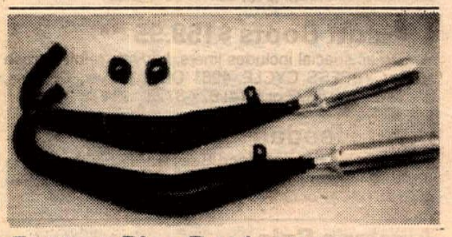
All stock and CLEAN! $650.00 OBO. (213) 320-0510. (48/49)



Factory Pipe Products R5, RD350, 400 & 400F Pipes $125 Per Set
Money back guarantee. Tapered head pipes, rebuildable aluminum mufflers (snap ring type, no rivets), hydroformed bodies, comes complete with silencer, all hardware and instructions. Dealer inquiries invited. Write: F.P.P., 3001 #30 S. State St., Ukiah, CA 95482, or call (707) 462-9291. (43/TFN)

'79 & '80 450 Maico's dirt cheap
'79 has 17.5" Fox Airshox, 17" rear end, fresh engine. All new plastic; better than new, $1395. '80 M-1 has all tricks including new, never used Works shocks, hardly ridden $1795. Getting out of racing. Call Bob, days (305) 591-7511. (46/49)

For after the races...
How about a '78 Firebird Esprit. Only 36,000 miles. AM/FM Cassette, power windows, locks, silver with black interior. NO dents, like brand new. Make offer! (714) 842-5611. (47/49)

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2 — YZ-125's, both very trick, 250 forks, ported, suspension reworked, totally race ready, $925.00. Other bike stock motor, forks & shock reworked, heavy duty frt. wheel, plenty of xtras, $825.00. Must sell!!! Call (213) 469-8731 or (213) 464-7137. (49/50)

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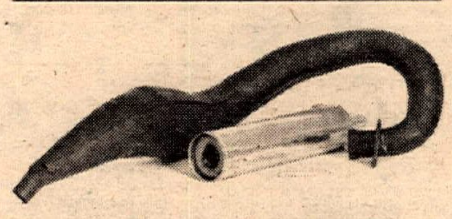
European's favorite, excellent cond., Scratch Main ready (714) 875-5486. (49/50)



FPP Tri Moto Pipe, $65.00
Includes rebuildable aluminum muffler (snap ring type no rivets) mounting & jetting instructions, all mounting hardware. Total guarantee. Spark arrestor inserts available. NOW IN STOCK (707) 462-9291. (43/TFN)

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Excellent condition, White Bros., Terry Kit, Metzelers, $1,000.00 firm. (213) 425-9893. (49)

'78 390 CR Husky + Enduro Eqpt.
$850, runs and looks great, VDO tank, sprockets, Ohlins, etc. (213) 322-4401. (49)

Yamaha SR500 motor
With Megacycle cam & Venolia piston — with complete ignition, no carb.. $600.00. Will ship anywhere. (212) 596-0504. (49/50)

1980 Toyota truck
Long bed SR5. Western mags, Pioneer cassette deck, plastic bed liner, bubble rear window. 12,000 miles, extremely clean condition. $6700.00. Aks for Kelly after 4 p.m. (213) 519-0576. (49)

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2-rails, storage, 13" wheels, spare long tongue. Pull w/small car. $100.00. (714) 538-8214. (49)

'80 YZG Yamaha 250
White Bros. shock & forks, Metzelers, better than new, $1300.00. (714) 821-6649. (49)

TZ-Xmas!
TZ250D, ready & willing to race. Frame improvements: Wide rims. Also new Brattin crank, tires & motor parts available separately or with TZ. Call Chuck at (916) 622-5734. (49)

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'79 Honda, 5300 miles, extra clean, runs great, White Bros. pipe. $1275.00. (714) 542-9619 or (714) 549-4305. (49)

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Piggyback Ohlin shocks, ports are matched & polished, many extras, professionally maintained, $1100.00 FIRM. (714) 978-6471 or (714) 750-8983. (49)

The slower you go — the harder
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Norton Triumph owners/dealers
We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (43/TFN)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

Wanted Drag Racing Frame
Wanted: 1 used Kawasaki 900 or 1000 drag racing type frame. Call FRESNO SUZUKI (209) 225-2290__ (49)

RACE VAN '77 Dodge Box Van
Complete with sleeper and work/storage area. 60,000 miles — new paint — new motor. See it all at INTERNATIONAL MOTORCYCLES, Canoga Pk., CA. (213) 346-3700. (49/TFN)

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Showroom shape only ridden 4 times. Never raced $1,500. (213) 331-5041. (49)

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Super clean, $300.00 or trade for old Yamaha Enduro. (714) 748-2489. (49/50)

TZ250
H models won't be here for Daytona. Buy a TSR prepared G model instead. Too many spares to list. $5000.00. Also — E model, $2750.00. BOTH PERFECT. Expert TZ 750/250 & RD engine building. Call Tony (714) 442-3338 or (714) 286-4145. (49/1)

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Suzuki RM250T 1980
Excellent condition, many extras, ridden four times. Must sell, $1000.00 OBO. (213) 360-7989. (49/50)

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Christmas SALE!

SUZUKI

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1980 OVERSTOCK
CALL FOR SUPER PRICES

GS 550L	RM125
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GS 1000L	DS 125
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FULLY DRESSED—VETTER EQUIPPED!
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MX SOX	4.55	2.99
OAKLEY GOGGLES	13.95	12.75
OAKLEY FACE MASK	8.95	5.50
SCOTT GOGGLE LEXAN	17.95	16.25
SCOTT GOGGLE STD.	15.50	13.95
SCOTT FACE MASK	6.95	6.35
HATCH MX GLOVE	16.75	15.99
HATCH MX GLOVE (KIDS)	14.25	13.75
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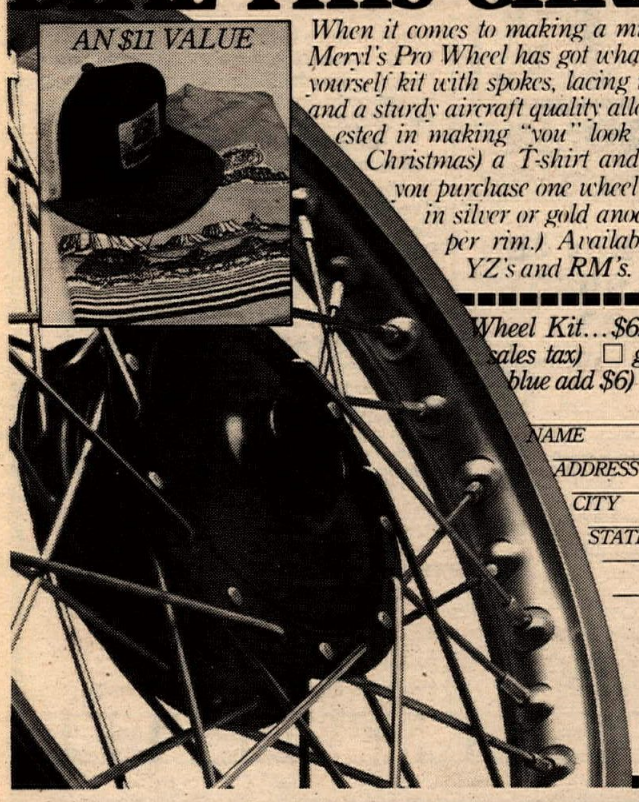

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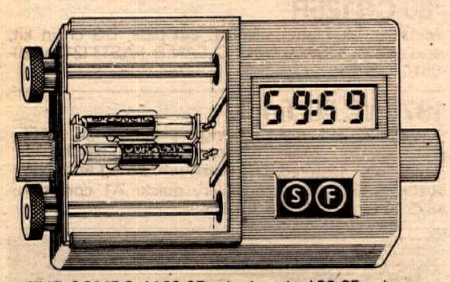

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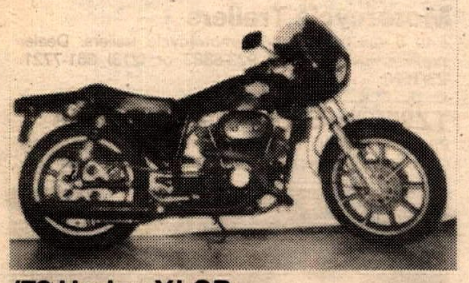

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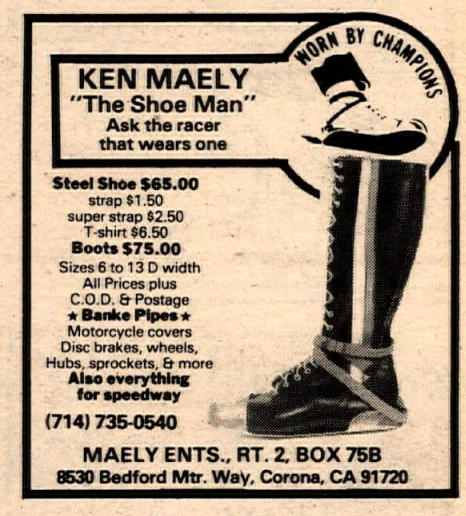

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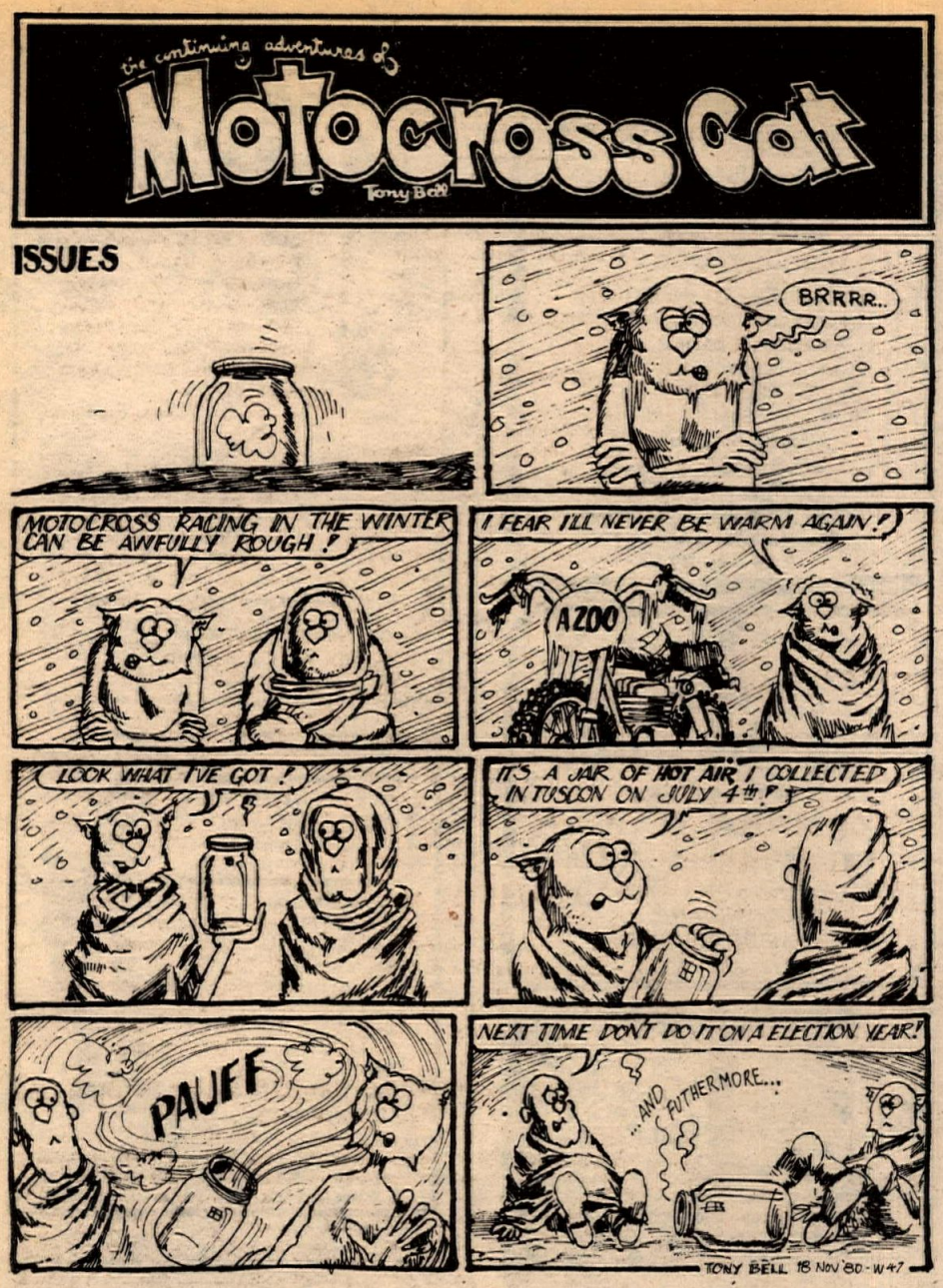

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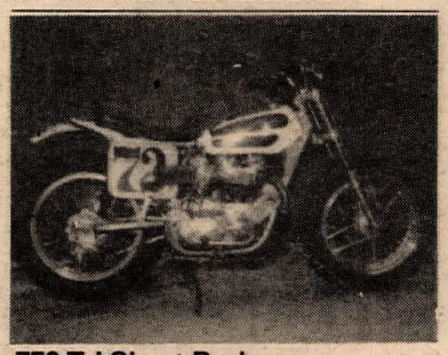

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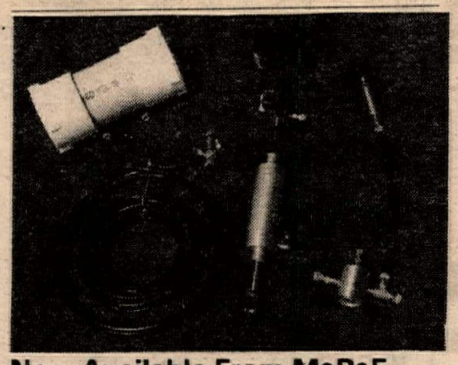

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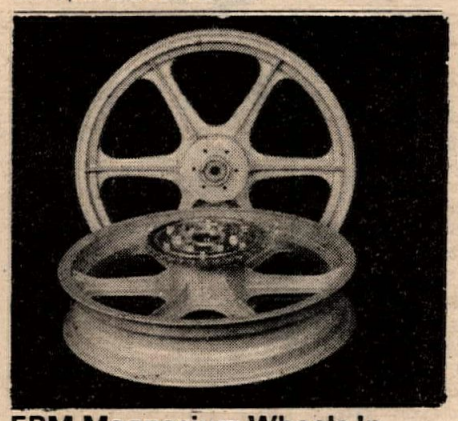

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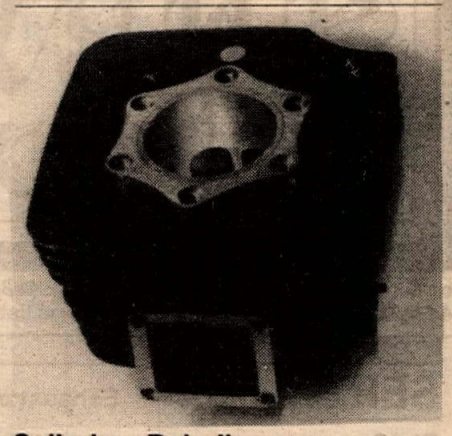

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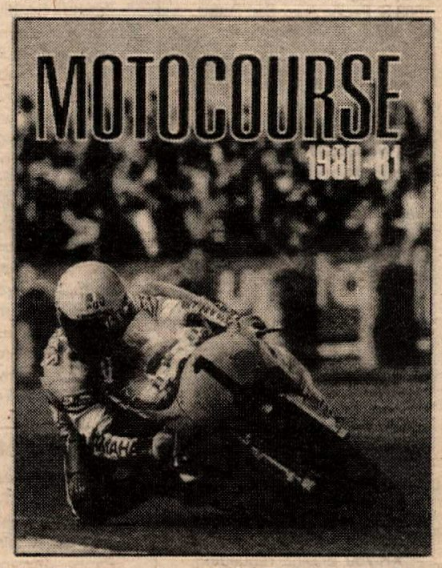

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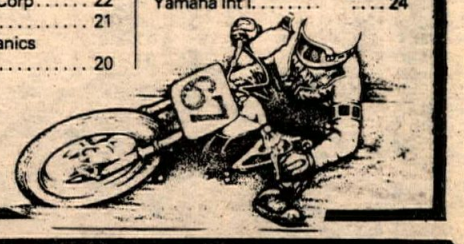

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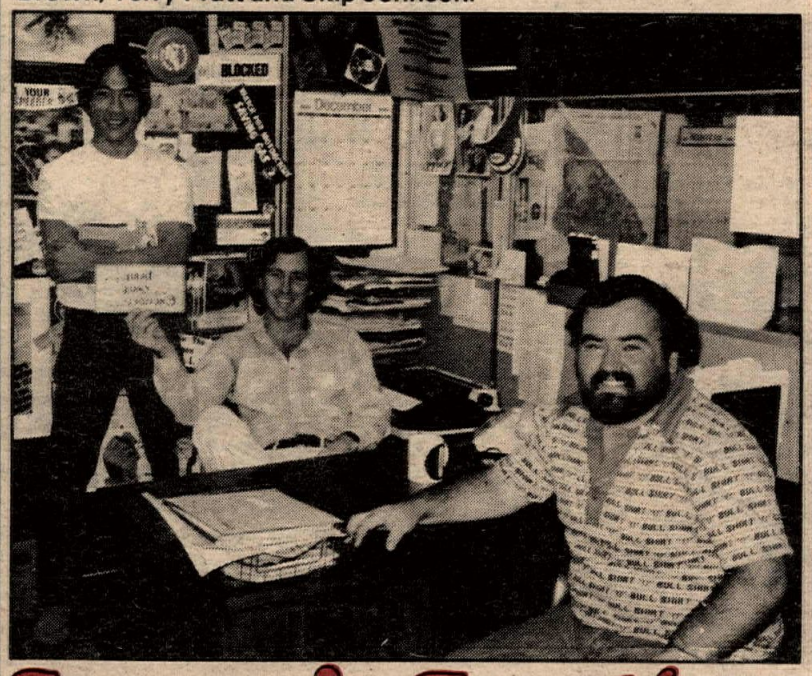

Season's Greetings from the Cycle News Staff!